

**UNIT 302**

**TAHOE STATE RECREATION AREA**

**GENERAL PLAN**

**August 1981**

# TAHOE STATE RECREATION AREA

GENERAL PLAN FOR  
THE AREA'S FOUR UNDEVELOPED PARCELS OPERATED BY  
THE TAHOE CITY PUBLIC UTILITY DISTRICT

Edmund G. Brown, Jr.  
Governor

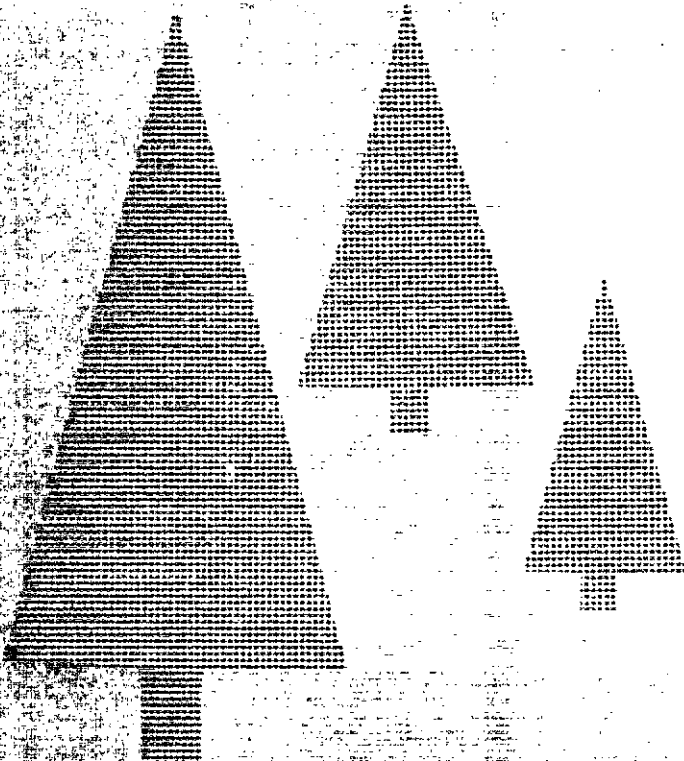
Huey P. Johnson  
Secretary for Resources

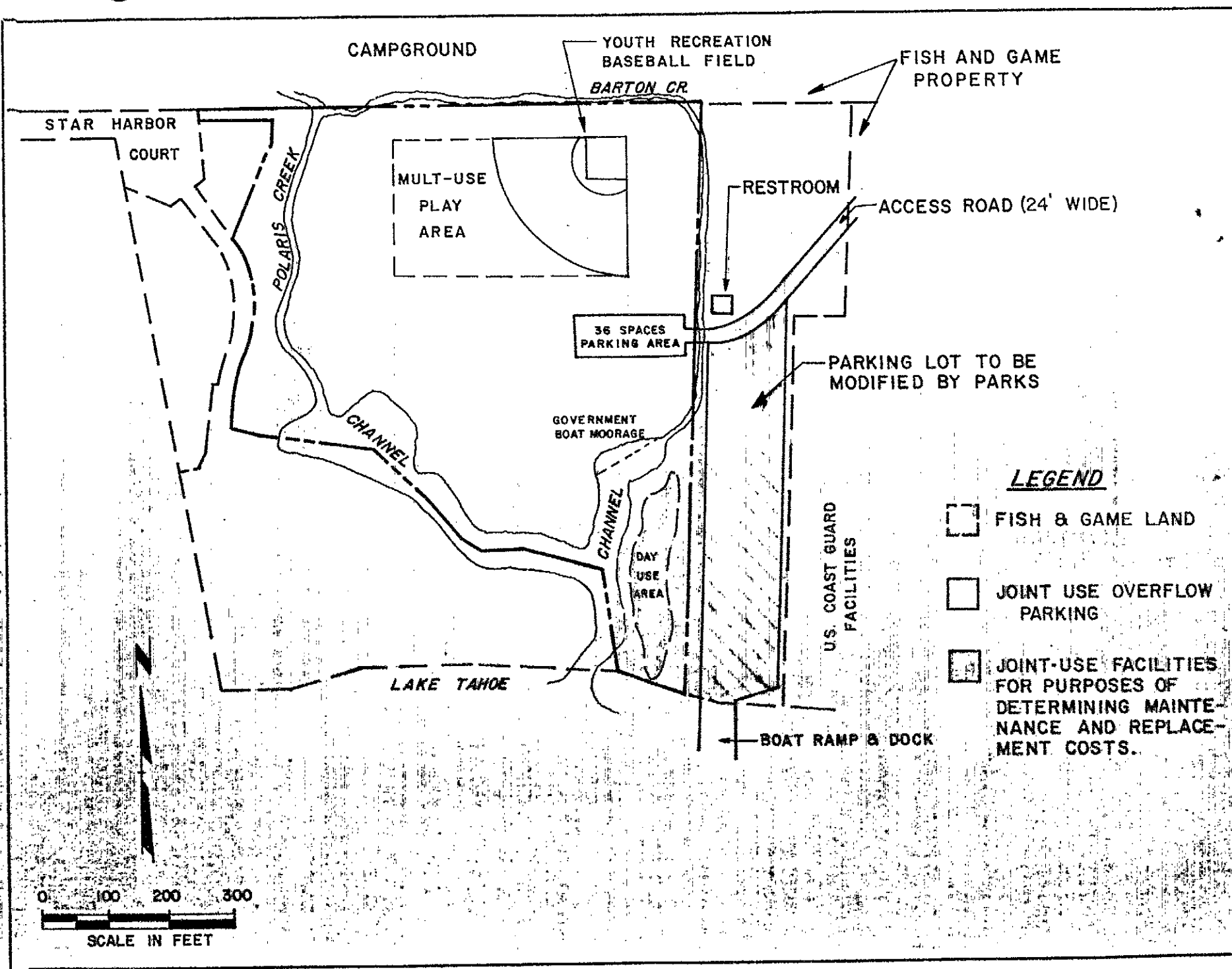
State of California  
Department of Parks and Recreation  
Pete Dangermond, Jr.  
Director

Tahoe City Public Utility District  
Wm. S. Briner  
Manager

Bruce A. Shindler  
Director of Parks and Recreation

May 1982





DESIGNED	DATE	REVISIONS	DATE
DRAWN			
CHECKED			

RESOURCES AGENCY OF CALIFORNIA  
DEPARTMENT OF PARKS AND RECREATION

TAHOE PUBLIC ACCESS SITE  
"EXHIBIT A"

DATE: 1856

11478-788 2-80 800 000 QSP

DEPARTMENT OF PARKS AND RECREATION

## STATE PARK AND RECREATION COMMISSION

P. O. BOX 2390, SACRAMENTO 95811



Resolution 65-81  
Adopted by the  
CALIFORNIA STATE PARK AND RECREATION COMMISSION  
at its regular meeting in Tahoe City, California  
on August 14, 1981

WHEREAS, the Director of the Department of Parks and Recreation has presented to this Commission for approval the proposed General Plan for Tahoe State Recreation Area; and

WHEREAS, this reflects the long-range development plan as to provide for the optimum use and enjoyment of the unit as well as the protection of its quality;

NOW, THEREFORE, BE IT RESOLVED that the State Park and Recreation Commission approves the Department of Parks and Recreation's General Plan for the Tahoe State Recreation Area, preliminary dated April 1981, plus the report entitled Staff Comments and Recommendations for the Tahoe State Recreation Area Preliminary General Plan. In approving this General Plan, it is the intent of this Commission that except for emergency purposes, no vehicle access to the channel serving the Star Harbor state unit will be permitted. This General Plan is approved subject to such environmental changes as the Director of Parks and Recreation shall determine advisable and necessary to implement carrying out the provisions and objectives of said plan.

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April, 1981

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DPR STAFF COMMENTS AND RECOMMENDATIONS FOR  
THE TAHOE STATE RECREATION AREA  
PRELIMINARY GENERAL PLAN

There are two major issues related to the Preliminary General Plan that are outlined below for the commission's consideration. Both issues involve the Star Harbor parcel. In addition, there are a number of corrections that staff feels should be made to the final General Plan. These are identified following the issue discussions and referenced to page and/or paragraph numbers in the Preliminary General Plan.

ISSUE No. 1 - ACCESS TO THE STAR HARBOR SITE

Affected Parties:

Wildlife Conservation Board, Department of Fish and Game, and  
U.S. Coast Guard.

Affected Parties Position:

The project proposed in the Preliminary General Plan includes playfields and a parking facility that the parties feel will negatively affect the Wildlife Conservation Board-funded boat launch facility which exists immediately adjacent to the Department of Parks and Recreation-owned Star Harbor site (see environmental review comments and responses).

Discussion:

The undeveloped legal access to the Star Harbor site is from Star Harbor Court at the northwest corner of the property. Use of this access have been effectively blocked by the requirements of the Lahontan Regional Water Quality Control Board to rehabilitate the wetland environment associated with Polaris Creek.

An alternate access route to the site exists at the eastern boundary of the site. This involves the use of the existing roadway from Highway 28 to the parcel crossing U.S. Coast Guard property and the Wildlife Conservation Board's boat launch parking lot.

The Wildlife Conservation Board staff has expressed concern that the parking for playfields will disrupt boat-launching activity by crossing the WCB lot and competing for parking space. Also, concern was expressed regarding the overburdening of a narrow access road that both agencies would use to cross the U.S. Coast Guard property. The Department of Fish and Game has echoed these concerns as the parent agency of the Wildlife Conservation Board.

## Solution:

The Department of Parks and Recreation and the Wildlife Conservation Board both have agreements with the Public Utility District to allow the district to operate their respective properties. Departmental and district staffs have met with the Wildlife Conservation Board staff on numerous occasions to help resolve this issue. The proposed solution involves a series of steps that will result in an improved boat-launching facility and access road. These will enhance public access to all of the recreation facilities in the area.

These steps include the following:

1. Scheduling of organized youth soccer and baseball activities will be limited to weekdays only during the months of June, July, and August.
2. The parking facility on Department of Parks and Recreation property will be designed to accommodate a circular traffic pattern to minimize traffic congestion. In addition, the lot will accommodate between twenty and thirty-six cars, thus providing a minimal amount of traffic to be contended with in this development proposal.
3. A permit will be sought from the U.S Coast Guard to provide access to the facilities across Coast Guard land.
4. A construction effort will be initiated by the Public Utility District acting as the operating agent for both the department and the Wildlife Conservation Board to remove trees from the existing Wildlife Conservation Board lot and to otherwise alter that lot to improve circulation and increase its parking capacity.
5. A construction effort will be initiated by the Public Utility District to make minor adjustments to the entrance road to assure adequate width to accommodate recreation traffic.

The department and the operating agency, the Public Utility District, will be asked by the Wildlife Conservation Board to participate in partial financing of the Wildlife Conservation Board lot improvements. Estimates of cost are currently being prepared. The costs are expected to be low. The Wildlife Conservation Board would also contribute financially to this effort. The effort would be contingent upon budgetary capabilities of both the department and the wildlife board, and would also be contingent on the approval of the various control agencies at Lake Tahoe including the California Tahoe Regional Planning Agency, the Tahoe Regional Planning Agency, and the Lahontan Regional Water Quality Control Board, as well as Placer County.

The Wildlife Conservation Board staff has indicated that these efforts would satisfy its concerns regarding the General Plan (see attached letter, Exhibit A).

Recommendation:

It is recommended that the commission approve this portion of the Star Harbor site Preliminary General Plan.

The efforts needed to satisfy the Wildlife Conservation Board concerns involve details of design rather than changes in land use. Much of the construction effort involves a new project on Wildlife Conservation Board land that is beyond the scope of this plan, and must gain the approval of the various control agencies. The department should, in good faith, commit itself to working with the Wildlife Conservation Board to accomplish the indicated construction efforts in a timely manner to assure that negative impacts to the Wildlife Conservation Board site do not occur as a result of the proposed departmental project. Continuing efforts would be contingent on budgetary and control agency requirements as indicated previously.

ISSUE No. 2 - BOAT DOCKS ON THE STAR HARBOR SITE

Affected Parties:

Star Harbor Condominium Homeowners Association.

Affected Parties Position:

The homeowners would like to continue their present use of the boat docks at the Star Harbor site.

Discussion:

Boat docks were built on the site at the time the condominiums were developed prior to state acquisition of the current ownership. The state acquired nine docks as part of the purchase. The docks are located at the southwest corner of the property. The nearest dock to the condominiums is approximately fifty feet from a structure. The state's ownership boundary extends roughly up the middle of the manmade channel. The channel measures approximately thirty feet wide at the narrowest point.

The channel and docks are not well suited to public use because of the physical size and proximity to the private homes. Additionally, the requirement to reestablish a wetland environment related to Polaris Creek and the need to protect an archeological site in the area prohibits encouraging recreation activity in the vicinity of the docks.

On the other hand, the channel and docks require ongoing maintenance in the form of dredging, riprap, and dock repair, as well as policing to remain functional. With the state owning half of the channel and the homeowners owning the other half, it is likely that the maintenance requirement will be a constantly reoccurring issue. A major concern of the homeowners is security with the prospect of increasing public use.

#### Solution:

Two alternatives have been considered to resolve this issue. The first involves simply eliminating private use of the state-owned docks, or leasing the dock space to the homeowners. This alternative would not provide increased public use, and would retain the state's involvement in the channel maintenance.

The second and more attractive alternative, is to excise the docks and the western portion of the channel from state ownership as a surplus property. It is felt that these facilities are not conducive to public recreation and constitute a serious financial drain on the operating agent's ability to maintain the property. It is further felt that a properly drawn boundary would permit the purchaser to use the docks while protecting the state's efforts to preserve an archeological site and rehabilitate the Polaris Creek environment. While the state cannot identify a specific purchaser of surplus property, it is felt that declaring the docks and the immediate land to which they are attached as surplus property would be of little interest to anyone other than the adjacent homeowners. No vehicular access would be available to the surplus property based on present planning discussions.

#### Recommendation:

It is recommended that the commission direct the department to determine an appropriate boundary for a surplus parcel, and that the parcel be sold in accordance with applicable laws excising the docks and western channel with a minimal amount of land area necessary to make the docks functional to the purchaser from a point at the confluence of the eastern and western channels westerly to the limit of the state ownership.

The following additions, deletions, and alterations are recommended for consideration by the California State Park and Recreation Commission at its normal meeting to be held August 14, 1982 at Tahoe City.

#### Skylandia Parcel

##### Page 5 - Skylandia Proposed Plan:

Staff recommends deletion of the amphitheater (see Comment, Page 14, Paragraph 6).

Page 11, Paragraph 3:

Delete sentence, "Silvicultural . . . stands."

The state does not normally employ silvicultural methods in State Park System units.

Page 12, Paragraph 3:

Delete the term "regional" in regard to recreation uses.

Page 14, Paragraph 4:

The "commercial" parking identifies street parking and, with the removal of the amphitheater proposal, is deemed to be adequate in its existing form.

Page 14, Paragraph 6 - Amphitheater

Staff recommends deletion of the proposed amphitheater due to the fact that it is currently existing in the form of an old, raised stage. In prior years, this was used to accommodate a Shakespearean theatrical group. This group no longer uses the facility, and demand for it by other groups has diminished to almost nothing. It is felt that there is only minimal local desire to have any type of facility of this sort on the site, and that it does not meet statewide needs at this time. Consequently, it is recommended that the facility be deleted from the plan, the existing stage removed, and the area returned to a natural condition.

Star Harbor Parcel

Page 21 - Star Harbor Parcel (Existing) Plan:

This plan does not show the state's existing legal access, which is a 26-foot easement extending from the northwest corner of the property to Star Harbor Court. It is recommended that the final plan show this existing easement. In addition, refer to Issue No. 2.

Page 23 - Star Harbor Parcel (Proposed) Plan:

This plan does not reflect the existence of boat docks in the western end of the channel which currently accommodate boats owned by the Star Harbor condominium homeowners. See Issue No. 2.

Page 26, Paragraph 2:

The "20-foot wide undeveloped easement" identified in Paragraph 2 should read "26-foot wide undeveloped easement".

Page 29, Paragraph 4:

The Polaris Creek streambed is located near the western boundary rather than the eastern boundary.

Page 34, Paragraph 3:

It is recommended that some provision be made to accommodate potential public boat-in access to the site if the identified government boat mooring facility has space to accommodate it. It is intended that public access to the site be maximized to the extent practicable.

Page 35 - Star Harbor Parcel Plan:

This plan should also reflect the existing 26-foot legal access corridor to Star Harbor Court.

Page 39 - Star Harbor Parcel Revegetation Plan:

This plan should reflect the existence of the 26-foot wide legal access to Star Harbor Court.

Page 46, Paragraph 5:

It is recommended that this paragraph be deleted and that discussion of possible boat-in access be substituted. While it is not intended that large numbers of private boats be accommodated in this narrow, confined channel, it is felt that weather conditions at the site require the potential for individuals to move out of the wind to debark passengers when necessary and that there be some potential for boat-in picnicking, again, for small numbers of boats when conditions permit.

Page 47, Paragraph 1:

Reference is made to the 20-foot wide access easement from Star Harbor Court. This easement should be identified as a 26-foot wide easement. Also, the phrase ". . . and through the condominium property" should be deleted.

Page 47, Paragraph 2:

The last sentence beginning "although" and ending "date." should be deleted.

Page 47, Paragraph 3:

The second sentence beginning "1. The Star Harbor or eastern side of the property" should read "western side of the property".

Page 48, Paragraph 1:

The last two sentences of this paragraph should be deleted. The district was requested to provide a viable alternate access if Star Harbor Court was not used. Both district and state staffs have worked to determine an alternate access route.

Page 48, Paragraph 3:

The portion of the last sentence beginning "... leaving the State without access . . ." and ending with "channel." should be deleted.

Page 48, Paragraph 5:

The sentence beginning "An agreement was proposed which would . . . parties" should be changed to read "An agreement was proposed which was deemed at that time to be beneficial to all parties."

Page 49, Paragraph 5:

Delete this paragraph and add the new paragraph as follows:

"Recent court decisions indicate that the public may have a legal right to the water surface of the channels by nature of their navigability. Consequently, the proposed agreement granted a right to the district that it already enjoyed, and the public gains no benefit by entering into the agreement. This was the reason for the agreement never having been finalized. Current law and departmental policy does not permit the consigning of a portion of the property to long-term private use. Then, on these grounds, the agreement was rejected by the state."

See Issue No. 2.

Truckee River Outlet Plan

Pages 63 and 65:

Gatekeeper's Parcel:

Boundaries shown do not reflect state ownership. The state ownership is described on page 67. It is recommended this plan and that on page 65 be updated to reflect current state ownership in the final printing.

Page 74, Paragraph 6:

The gatekeeper's cabin is currently serving as a historical display, and is staffed voluntarily by the local historical society.

Page 75, Paragraph 2:

In addition to the parking improvements, a restroom and fence relocation is proposed as a part of the project. The restroom will be located in or adjacent to the parking area.

## TAHOE STATE RECREATION AREA GENERAL PLAN

Copies of the Preliminary General Plan were available for public review at the following locations:

Region 3  
Department of Parks  
and Recreation  
4125 West Lane  
Stockton, CA 95204

County of Placer Library  
Kings Beach Branch  
296 Deer  
Kings Beach, CA 95719

Sierra Area Headquarters  
Department of Parks  
and Recreation  
Sugar Pine Point Maintenance  
Building  
Tahoma, CA 95733  
(10 miles south of Tahoe  
City - Highway 89)

County of Placer Library  
Tahoe City Branch  
714 North Lake Boulevard  
Tahoe City, CA 95730

The availability was advertised in the following newspaper:

The Tahoe World

Copies were provided to the agencies and individuals indicated on the attached mailing list. Comments were received from those marked with an asterisk.

TAHOE STATE RECREATION AREA

GENERAL PLAN

MAIL LIST

Honorable Ray Johnson  
Member of the Senate  
State Capitol, Room 5070  
Sacramento, CA 95814

California Regional Water  
Quality Control Board  
Lahontan Region  
2092 Lake Tahoe Boulevard  
South Lake Tahoe, CA 95702

Mr. Chester Hart  
Executive Officer  
Wildlife Conservation Board  
1416 Ninth Street  
Sacramento, CA 95814

County of Placer Library  
Tahoe City Branch  
714 North Lake Boulevard  
Tahoe City, CA 95730

Robert Macomber  
Sierra Area Headquarters  
P.O. Drawer D  
Tahoma, CA 95733

County of Placer Library  
Kings Beach Branch  
296 Deer  
Kings Beach, CA 95719

Region 3  
4125 West Lane  
Stockton, CA 95204

Tahoe Regional Planning Agency  
P.O. Box 8896  
South Lake Tahoe, CA 95705

California Tahoe Regional  
Planning Agency  
P.O. Box 1446  
South Lake Tahoe, CA 95702

Dr. Robert Mark  
Sierra Club  
725 Cowper  
Palo Alto, CA 94301

Placer County Planning Dept.  
11414 B Avenue  
Auburn, CA 94301

Colonel Paul F. Kavanaugh  
District Engineer  
Department of the Army  
Corps of Engineers  
650 Capitol Mall  
Sacramento, CA 95814

Mr. Bruce Shindler  
Tahoe City Public Utility  
District  
P.O. Box 33  
Tahoe City, CA 95730

State Clearinghouse  
1400 Tenth Street  
Sacramento, CA 95814

Chief Don Anderson  
U. S. Coast Guard  
Lake Tahoe Station  
P.O. Box 882  
Tahoe City, CA 95730

Mrs. Betty Layton  
Lake Tahoe State Parks  
Advisory Committee  
P.O. Box 878  
Tahoe City, CA 95730

California Department of  
Fish and Game  
1416 Ninth Street  
Sacramento, CA 95814

## COMMENTS AND RESPONSE TO COMMENTS

Comments from the Office of Planning and Research are reiterations of The California Department of Fish and Game and Wildlife Conservation Board and they are answered under these agencies comment's.

1. Errors, omissions and other identified shortcomings will be corrected in the Final General Plan document.
2. The Notice of Determination was filed for this Negative Declaration May 19, 1980.
3. Development proposals have been altered since the filing of the Notice of Determination. Two proposed ballfields have been reduced to one; parking proposals have been reduced from 42 spaces to 36; and habitat rehabilitation areas have been increased.
4. The Star Harbor parcel has a 26 foot wide access corridor extending from the northwest property corner to Star Harbor Court. This access has been effectively negated by the Lahontan Regional Water Quality Control Board as a viable access so that the Polaris Creek Stream Environment Zone can be rehabilitated as a part of the proposed project. All access routes to the site would impinge on a stream environment zone, however, the proposed access is least damaging to any Stream Environment Zone (SEZ) due to its present existence. At this time, this is the only access that is known to be acceptable to the control agencies.
5. At the present time, experience has shown that the boat launching facility is not experiencing peak demands on most week days, consistently throughout the day, even during the summer months. The impacts that might be envisioned would involve competition for parking spaces when the demand for launching space peaked at the same time ball playing activities were at a high level. The Tahoe City Public Utility District, acting as the operating agent of the Department of Parks and Recreation and Wildlife Conservation Board properties, has proposed to schedule the formal ball playing activities as as to avoid periods of peak boating activity (see the attached Proposed Plan for Usage of the Lake Tahoe Public Access and Star Harbor Regional Recreation Facility). Properly designed and operated, the additional parking facilities on DPR property can augment the boat launch parking space and vice-versa when demand for boat launching is low.
6. See 4. The proposed access route extends from Highway 28, across U. S. Coast Guard property to the Wildlife Conservation Board property, which is operated by the Public Utility District and then to the DPR property, which is also operated by the P.U.D. The paved portion of the entrance road is narrow in segments leading to the DPR property. Current boat and camper traffic would benefit from a widening project. It is felt that the additional car traffic would have a minimal impact along the roadway. A more conventional paved width road would be desirable for all traffic.

This has been discussed with the various control agencies. An on-site meeting will be held to determine the acceptable width of repaving.

7. The existing WCB parking lot experiences periods of peak use when demand exceeds capacity. It should perhaps be noted that few facilities at Lake Tahoe do not experience a similar situation periodically. Nevertheless, the proposed parking on the DPR property could provide a solution to this situation, as it would provide additional space during peak boating periods, if operated as indicated in #5. The present circulation patterns and capacity of the WCB parking facility would be negatively impacted by the present parking configuration proposed by the General Plan. DPR and P.U.D. staffs have been working with the WCB and regulatory agency staffs to see if an acceptable solution can be found. Study indicates that removal of a small number(+/- 7) of trees would allow an improved circulation pattern and a significant increase in parking spaces (from 34 cars and trailers and 38 cars to 52 cars and trailers and 1 car). This configuration would substantially enhance boater access. In addition, a minor redesign and small amount of additional pavement would allow the proposed DPR lot to better accommodate boaters. Meetings are continuing between the agency representatives to work out details of these coordinating efforts. Properly designed, the DPR lot could add 9 car and trailer spaces and 18 car spaces, while still conforming to the original 36 car capacity.
8. See 7. In 1980, the WCB lot was full portions of the day on week-ends for an actual 13 days. The lot was not full during any week-day of that period. It is anticipated that the present sanitary facilities may need to be periodically augmented. Chemical toilet will be provided as needed. Experience has shown this would be an extremely rare situation.
9. See 6 and 7.
10. See 1. The P.U.D. acting as the agency for DPR and WCB assumed that free access between the two State parcels was acceptable under the terms of the two operating agreements. While legal access to this site from Star Harbor Court did exist, it was not commonly known to the District at the inception of the project.
11. While legal access across WCB property to the DPR site is not assumed, the P.U.D. has access to the WCB property as an agent of that agency. The P.U.D. also has access to DPR as an agent of DPR. While it is not DPR's intent to burden the WCB access rights, current regulatory rulings by the Lahontan Regional Water Quality Control Board would appear to preclude any alternate approach to the access question. See #4.
12. See 4. Also note attachment B.
13. Indirect impacts and potential mitigation measures have been examined in detail during and subsequent to the preparation of

the Draft General Plan. The California Tahoe Regional Planning Agency, the Tahoe Regional Planning Agency, and the Lahontan Regional Water Quality Control Board staffs have guided the planning process and the resultant design to its present configuration. Alternatives selected over previous design alternatives include the reduction of the proposal from two ball fields to one, minimal paving for parking, and extensive wetland rehabilitation efforts along Polaris and Barton Creeks. Plans for this restoration effort was worked out with the Lahontan Regional Water Quality Control Board staff.

14. See 7 and 13. The proposed DPR lot capacity of 36 cars was determined under CTRPA standards and guidelines. On July 3, 1981, Lahontan, CTRPA, WCB, DPR, AND TCPUD staffs met to discuss potential impacts caused by the DPR project. Mitigation measures were also discussed. It was determined that substantial additional pavings to expand parking capacities at either the proposed DPR or WCB lots would not be acceptable. However, redesigning the WCB and DPR lots through tree removal and restriping as noted in #7 was deemed to be an acceptable solution. Meetings are scheduled to pursue this approach. Also, scheduling can play a major role in minimizing user conflicts as previously noted. In addition to these measures, the plan calls for the development of a bus stop shelter to promote use of TART and the existing bike trail serving the project. Both of these facilities will augment vehicular access to the site. The regulatory agencies feel that the proposed access situation is adequate and are reluctant to promote additional parking. The project includes substantial restoration of Barton Creek with plans developed through and approved by the Lahontan Regional Water Quality Control Board. This restoration is spelled out on page 45 of the General Plan.
15. See 14 and 8. The General Plan normally does not present detailed design information. The proposed crossing of Barton Creek would probably involve a culvert matching the one carrying the Creek to the East Channel. Youth baseball and soccer are the proposed use groups of the organized play periods. Alternatives to the proposed project included total site rehabilitation to a wetland meadow environment. This approach would not have provided for public use or met the objectives of the P.U.D. Also, the elimination of parking on the DPR site was considered. This was rejected on the basis of impacts to the WCB property.
16. It is intended that these responses together with the comments received will comprise the desired revision. They will be submitted as a package to the California Park and Recreation Commission for review prior to the General Plan public hearing.

Since publication of the Preliminary General Plan, the P.U.D. has recognized WCB's concerns and has taken steps to provide adequate information on mitigation measures and alternatives through numerous personal contacts and correspondence on 2/17, 2/26, 4/2, 4/22, and 5/12.

17. See #1.
18. See #1.
19. All necessary permits will be applied for as necessary.



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# Tahoe City Public Utility District

June 12, 1981

## PROPOSED PLAN FOR USAGE OF THE LAKE TAHOE PUBLIC ACCESS AND STAR HARBOR REGIONAL RECREATION FACILITY

### Statement of Purpose and Background

It is the intent of the Tahoe City Public Utility District to operate the Wildlife Conservation Board's Lake Tahoe Public Access and the State Department of Parks and Recreation's Star Harbor parcel in a compatible manner so conflicting uses will be avoided.

The District has maintained a record of daily use figures for the Public Access during the 1979, 1980 and 1981 seasons. These statistics provide a very good measurement of peak and low use periods for the facility. Having operated the facility for nine years and having staffed the area on a seven day basis for the last three seasons, the District is in an excellent position to anticipate future public needs.

Traditionally, the Public Access parking area begins to fill up on the weekends by mid June, unless the weather is unseasonable. This use will continue on weekends through Labor Day. By mid July the parking area will fill up on selected weekdays if good weather persists for an extended time. On most any day the parking lot will begin clearing between two and three o'clock, primarily because of wind conditions which make taking a boat out of the water difficult any later in the day.

The Department of Parks and Recreation facility will be open to the general public seven days a week from daylight to dusk. As a secondary use, the park playfield will be scheduled for organized youth recreation activities, but in such a manner so as to avoid conflicts with the peak uses of the adjacent Public Access. At no time will organized recreation events be scheduled during a period when it is anticipated Public Access or general public use will be high.

### Proposed Scheduled Park Use

#### May

Monday - Friday	4:00 - 7:00 PM
Saturday	9:00 - 1:00 PM

#### June

Monday - Friday	4:00 - 7:00 PM
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July

None

August (only after August 15th)

Monday -- Friday

4:00 - 7:00 PM

September and October (excluding Labor Day Weekend)

Monday - Friday

4:00 - 7:00 PM

Saturday

9:00 - 3:00 PM

The park facility is designed for multipurpose recreation by regional park patrons. One of these uses will be youth activities; however, the play-field will not be scheduled for organized adult sporting events. It is anticipated that all individuals involved in scheduled or drop-in recreation activities will find adequate parking in the thirty-six space lot provided on the park site.

Drop-in use and casual use many times cannot be predicted, but by staffing the kiosk entrance station, parking for these uses can be regulated. Parking will be monitored from this control point and a sign indicating parking conditions can be effectively utilized at the corner of Lake Forest Road and the entrance road to the facilities.

Summary

The District does not desire to create a situation in which any of its recreation patrons will have a bad experience and which will reflect negatively on the District, the Wildlife Conservation Board or the State Parks and Recreation Department. The District is on the front end of the operation of both parcels and is the first to receive comments from the public. The District intends to operate both sites with an equal amount of care and concern.



# State of California

GOVERNOR'S OFFICE

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET

SACRAMENTO 95814

DMUND G. BROWN JR.  
GOVERNOR

June 22, 1981

Mr. James M. Doyle  
State Department of Parks & Recreation  
P. O. Box 2390  
Sacramento, CA 95811

SUBJECT: SCH# 81050410 - TAHOE STATE RECREATION AREA GENERAL PLAN

Dear Mr. Doyle:

State agencies have completed their review of the proposed Preliminary General Plan noted above (see attached). If you wish to discuss the concerns and recommendations in those comments, please contact the staff of the appropriate agency.

The Department of Fish and Game finds that the preliminary General Plan for the Star Harbor portion of the report does not adequately comply to CEQA Guidelines. The report, (1) does not adequately discuss the project's indirect impact, (2) does not contain sufficient mitigation measures to minimize the significant effects of the project, and (3) does not present any DPR alternatives (other than "no project") to the proposed action. They are concerned with the proposal's potential conflict with the existing WCB facility (Lake Forest public boat ramp and parking lot).

Fish and Game lists the topics to be discussed in a revised Preliminary General Plan for the Star Harbor in order for the document to comply with Section 15143 of CEQA Guidelines. They request the opportunity to review and comment on the revised draft.

The Governor's Office of Planning and Research has reviewed the proposed Preliminary General Plan for the Tahoe State Recreation Area's four undeveloped parcels, operated by the Tahoe City Public Utility District, and found the plan lacking in clarity and compliance with CEQA. The Preliminary Plan is unclear as to its purpose and the status of the projects described, as well as lacking in the information needed to make the document "meaningful and useful to decision-makers and the public" as required by CEQA (Section 21003). As a Draft Environmental Impact Report, the document and the processes leading to its completion are inadequate.

Section 15143 of the CEQA guidelines requires that an EIR include, among other things, discussions of the proposed project's environmental impacts, both direct and indirect, mitigation measures designed to minimize significant effects, alternatives to the proposed project and a discussion of the project's probable cumulative impacts.

June 22, 1981

The Preliminary Plan does not consider the land coverage aspects of the various projects in a cumulative fashion nor does it present any alternatives other than "no project" to any of the proposed uses. In addition, the document fails to resolve issues raised in relation to development of the Star Harbor recreation area and fails to consider other significant impacts of the project. The Department of Fish and Game, in particular, has many concerns with this aspect of the Preliminary Plan (see comments attached).

Many of these problems would have been avoided had early consultation with concerned agencies and individuals taken place. Circulation of a Notice of Preparation prior to preparation of the DEIR, as required by Section 21080.4 of CEQA, would have allowed consideration and resolution of the Plan's significant impacts as well as the development of suitable project alternatives and mitigation measures.

A revised DEIR for the Preliminary Plan should be prepared which (1) clearly indicates the purpose and scope of the proposed projects being considered; (2) discusses both direct and indirect environmental impacts of the projects; (3) presents appropriate mitigation measures; and, (4) presents reasonable alternatives to the proposed projects. Preparation of the revised DEIR should be preceded by the circulation of a Notice of Preparation and close consultation with responsible and interested agencies.

Please feel free to contact Gary Midkiff in the Office of Permit Assistance (323-3825) for help you may require in developing a revised Draft.

Sincerely,

  
Stephen V. Williamson  
State Clearinghouse

SVW/nw  
attachment  
cc: Ken Fellows, DWR

# Memorandum

To : Mr. James Doyle, Supervisor  
Environmental Review Section  
Department of Parks and Recreation  
P.O. Box 2390  
Sacramento, CA 95811

Date : June 24, 1981

From : **Wildlife Conservation Board**

Subject: Tahoe State Recreation Area Preliminary General Plan

These comments are limited to the section of this report issued by the Department of Parks and Recreation (DPR) that deals with the Star Harbor parcel; no comments are offered on other sections.

The comments are based only on review by the WCB staff. Any formal consideration or action by the WCB regarding the overall plan necessarily will come after the final C.E.Q.A. document is adopted by DPR. This is to comply with C.E.Q.A. requirements, that all Responsible Agencies, such as the WCB in this case, act with consideration of the final C.E.Q.A. document adopted by the Lead Agency.

Although the plan deals primarily with proposed development and uses of the Star Harbor parcel, the proposed access would require additional development upon and/or use of adjoining lands and projects owned by the Department of Fish and Game and U.S. Coast Guard.

In summary, the report in particular does not adequately discuss the project's direct and indirect impacts upon the DFG-WCB project area, does not discuss or contain adequate mitigation measures to minimize significant effects of the project, and does not adequately discuss or present alternatives. Therefore, the Preliminary General Plan Document does not comply adequately with C.E.Q.A. guidelines.

The preliminary plan document also in part is not factually correct, is misleading, or needs clarification.

It is recommended that the above deficiencies be corrected in the final plan and related C.E.Q.A. document.

The following comments expand upon the above summary:

Under "Agency Involvement" on page 28, it is stated that a Negative Declaration for the project was processed by Placer County as Lead Agency in the spring of 1980.

The WCB staff does not consider this to be a valid N.D. for the overall project, in particular for the part requiring WCB approval, primarily for the following reasons:

1. The overall project was not described or treated as required by Section 15037 of C.E.Q.A. Guidelines; that portion of the overall project falling upon the DFG-WCB project area was not covered.
2. There was no notice to, or consultation with, the WCB as a Responsible Agency, as required by Sections 15035.7 and 15066 of C.E.Q.A. Guidelines.

Thus, this N.D. would not provide a legal basis for the WCB to act upon the project in compliance with C.E.Q.A. ②

If mention of this N.D. is retained in the final plan document, there also should be included an explanation of the limitations, deficiencies, or applicability of the N.D. for the overall project as proposed in the final plan. Otherwise, confusion or misinterpretation could persist as to the status of the project in relation to C.E.Q.A. requirements. ③

The final plan also should present a more factual description and balanced discussion of the access alternatives. ④

Although the plan states that measures are being planned which "--- should solve any difficulties with access through the Wildlife Conservation Board parcel.", such potential difficulties or impacts are not described. Also, the simple statement that conflicts will be avoided through "proper scheduling and control" does not provide adequate information on mitigation measures and alternatives. ⑤

The final plan should present factual information on the existing access facilities and uses of the WCB project and U.S. Coast Guard, and a realistic evaluation of the impacts of the proposed project upon them. For example, the access roadway, generally 17' - 18' in paved width instead of the 24' noted in the plan, is minimum standard for existing uses, particularly in view of the wide boat trailers, R.V.s, etc., using the WCB access project. ⑥

Also, the existing WCB parking lot does not have adequate capacity for existing uses during peak use periods, with overflow parking forced into surrounding areas. ⑦

The proposed access route through the WCB parking lot would reduce its parking capacity, and create traffic flow and congestion problems.

Such additional information and discussion in the final plan should include but not necessarily be limited to, 1) more specific information on the existing WCB parking capacity and the net increase to be provided by the proposed project, 2) the existing use relative to the estimated increase, 3) an analysis of traffic flow patterns during peak uses, and 4) how sanitation will be handled.

Mitigation measures, including alternatives, should be proposed and discussed to solve conflicts or adverse impacts indicated by such information and analyses. (9)

In regards to possible alternative accesses, the statement on page 47 that "--- until February 1981, there was no other known legal access." is not factually correct and is misleading. (10)

The statement implies that there is legal access for the Star Harbor parcel across the adjacent WCB project area and Coast Guard property to Lake Forest Road, when in fact such legal access presently does not exist. (11)

Also, there was existing knowledge and available information regarding legal access from Star Harbor Court.

The Department of General Services appraisal report of January 2, 1976 for the Star Harbor parcel contained the following points:

1. That legal counsel had advised that there was no legal right of access across adjoining state owned property to Lake Forest Road (as is proposed in the development plan under review).
2. That legal action had been filed on August 29, 1975, to establish easements for access to the parcel;
3. That the appraiser assumed that an access easement existed by implication as a matter of law, and that the most feasible route was from Star Harbor Court.

The appraiser's judgement on such matters was confirmed by action of the Placer County Superior Court, which on February 28, 1977 approved a stipulated judgement that legal access to the parcel was from Star Harbor Court by way of a 26' wide easement for roadway purposes. This judgement was officially recorded in Placer County on March 1, 1977.

The State completed acquisition of the parcel on May 25, 1978, about 14 months after the legal access question had been resolved and had become a matter of record.

In addition, letters pointing out that the only legal access to the Star Harbor parcel was from Star Harbor Court were sent from the WCB staff to:

1. Bruce Schindler, TCPUD, on May 16, 1980.
2. William Briner, TCPUD, on September 3, 1980.
3. Pete Dangermond, Jr., Director DPR, on December 12, 1980.

A more complete and factual description of circumstances relating to access from Star Harbor Court would include information such as the following:

1. The swimming pool in question already is located at the end of a public roadway and immediately adjacent to the private access roadway to Star Harbor, so that it does not enjoy seclusion or privacy.

June 24, 1981

2. The pool already is surrounded by a high, solid fence for a privacy and sound shield.
3. The homeowner's association for Star Harbor was a party to the stipulated judgement that agreed that the access easement would be located adjacent to the swimming pool and would be improved for roadway purposes. Although this group may prefer that access be elsewhere, it would not appear to have a sound basis for objection.

Although the plan states that access from Star Harbor Court will be considered for future development, the language is so strongly negative that it could tend to preclude DPR from using its own legal access at such time as it may desire. (12)

Perhaps it should be noted that it is stated on page 32 that "The primary objective in acquiring the Star Harbor site was to provide public ownership of, and access to, the Lake Tahoe Shoreline." However, the proposed preliminary plan appears to do very little to implement this objective. \*

This stated objective is identical to that for the adjacent WCB project, for public access to the lake.

It would appear appropriate for the final plan to give greater consideration to lake or water access for the public, and for this to possibly be on a mutually complementary basis with the adjoining WCB project.

Although these comments indicate the need for additional information, recognition and evaluation of impacts, and mitigation measures, we wish to recognize efforts of DPR and TCPUD representatives to work in this direction during the preliminary plan review period. We also wish to indicate a continued willingness to work cooperatively with involved agencies toward a final general plan and related matters that will be acceptable and supported by all.

*Chester M. Hart*

Chester M. Hart  
Executive Officer

cc: ESB  
Director  
Region 2

## Memorandum

To : 1. Jim Burns, Projects Coordinator  
Resources Agency

Date: June 10, 1981

2. James M. Doyle  
California Department of Parks  
and Recreation  
Post Office Box 2390  
Sacramento, CA 95811

From : Department of Fish and Game

Subject: Tahoe State Recreation Area's Preliminary General Plan for Four Undeveloped  
Parcels Operated by the Tahoe City Public Utility District, Lake Tahoe,  
Placer County (SCH 81050410N)

The subject report is Department of Parks and Recreation's (DPR) General Plan for four parcels totaling 44.7 acres of undeveloped lakefront land. The four parcels are, 1) Skylandia, 2) Truckee River Outlet, 3) the combined Real Estate Service parcels numbers 3081 and 3082, and 4) Star Harbor.

The Department has reviewed the subject report and finds the preliminary General Plan for the Star Harbor portion of the report does not adequately comply to CEQA Guidelines.

Section 15143 of CEQA Guidelines describes environmental concerns which must be adequately discussed. The report, 1) does not adequately discuss the project's indirect impact, 2) does not contain sufficient mitigation measures to minimize the significant effects of the project, and 3) does not present any DPR alternatives (other than "no project") to the proposed action. (13)

The Star Harbor lakefront parcel is located in Tahoe City between the Star Harbor Condominium Development and the Wildlife Conservation Board's (WCB) Lake Forest public boat ramp and parking lot.

The Department is concerned with the proposed project's potential conflict with the ability of the public to continue to use (i.e., fishing, boating, etc.) the existing WCB facility. There are times during the year when the number of parking spaces within the WCB parking lot is insufficient to accommodate the needs of the public who wish to use the facility for access to the Lake. An overflow of vehicles from the proposed subject recreation park would only further compound the problem. Also, the planned location of the parking lot, immediately adjacent to Barton Creek, would foreclose future restoration of this channelized stream. (14)

In order to comply with Section 15143 of CEQA Guidelines, the Preliminary General Plan for the Star Harbor should be revised to contain a discussion on, 1) the number of parking spaces within the WCB access site, 2) the estimated daily use (number of vehicles) that occurs at the WCB access site on weekdays and weekends between May and September, 3) the projected daily use (number of vehicles) on weekdays and weekends of the baseball field facility between May and September, (15)

1. Jim Burns
2. James M. Doyle

- 2 -

4) sanitation facilities, existing and/or new, 5) what kind of crossing is proposed on Barton Creek (i.e., bridge, culvert, etc.) 6) what kind of organized uses would be allowed to use the baseball field (i.e., little league, adult softball leagues, etc.) and 7) project alternatives (other than the "no project") that have been considered.

The Department recommends the preliminary report be revised to include a discussion of our concerns. We request the opportunity to review and comment on the revised draft.

16

If the Department can be of further assistance, please contact Paul T. Jensen, Regional Manager, Region 2, 1701 Nimbus Road, Rancho Cordova, California, telephone (916) 355-7020.

EC Freeston

Director



DEPARTMENT OF THE ARMY  
SACRAMENTO DISTRICT, CORPS OF ENGINEERS  
650 CAPITOL MALL  
SACRAMENTO, CALIFORNIA 95814

REPLY TO  
ATTENTION OF

SPKED-W

19 June 1981

Mr. James M. Doyle, Supervisor  
Environmental Review Section  
California Department of Parks and Recreation  
P.O. Box 2390  
Sacramento, CA 95811

Dear Mr. Doyle:

This is in response to your 4 May 1981 letter requesting comments on the Tahoe State Recreation Area General Plan.

Based on our review we have the following comments:

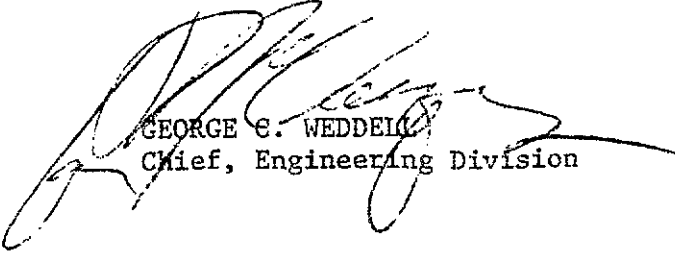
a. On Page 42, in the paragraph titled "Easterly Flood Plain", it is stated that Barton Creek may achieve 100-year flows of up to 263 cubic feet per second (cfs). Based on the results of a February 1979 office study on the Lake Tahoe Basin for the Tahoe Regional Planning Agency, we found the 100-year flow for Barton Creek to be 110 cfs. (17)

b. On Pages 43 and 44 in the discussion concerning the creation of an artificial Stream Environmental Zone (SEZ), the flow-frequency curve for Polaris Creek should be examined to determine how often flows will exceed 8 cfs and provide the necessary diverted flows for the artificial SEZ. (18)

c. Corps of Engineer permits under Section 10 of the River and Harbor Act and/or Section 404 of the Clean Water Act (33 USC 1344) may be required for the proposed developments. When firm plans have been developed, contact our Regulatory Section at (916) 440-2580 concerning the need for these permits. (19)

Thank you for the opportunity to review the Tahoe State Recreation Area General Plan.

Sincerely,

  
GEORGE C. WEDDEL  
Chief, Engineering Division

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RPI



## SUMMARY

This General Plan concerns itself with four unconnected lakefront parcels acquired by the State Department of Parks and Recreation about the time of the Burton Creek Project acquisition in 1977. Whereas the Burton Creek property is rather large, consisting of 3,424 acres, the other four parcels total only 44.7 acres. The four parcels by name are Skylandia, Star Harbor, Truckee River Outlet, and the combined Real Estate Services Parcels No. 3081 and 3082.

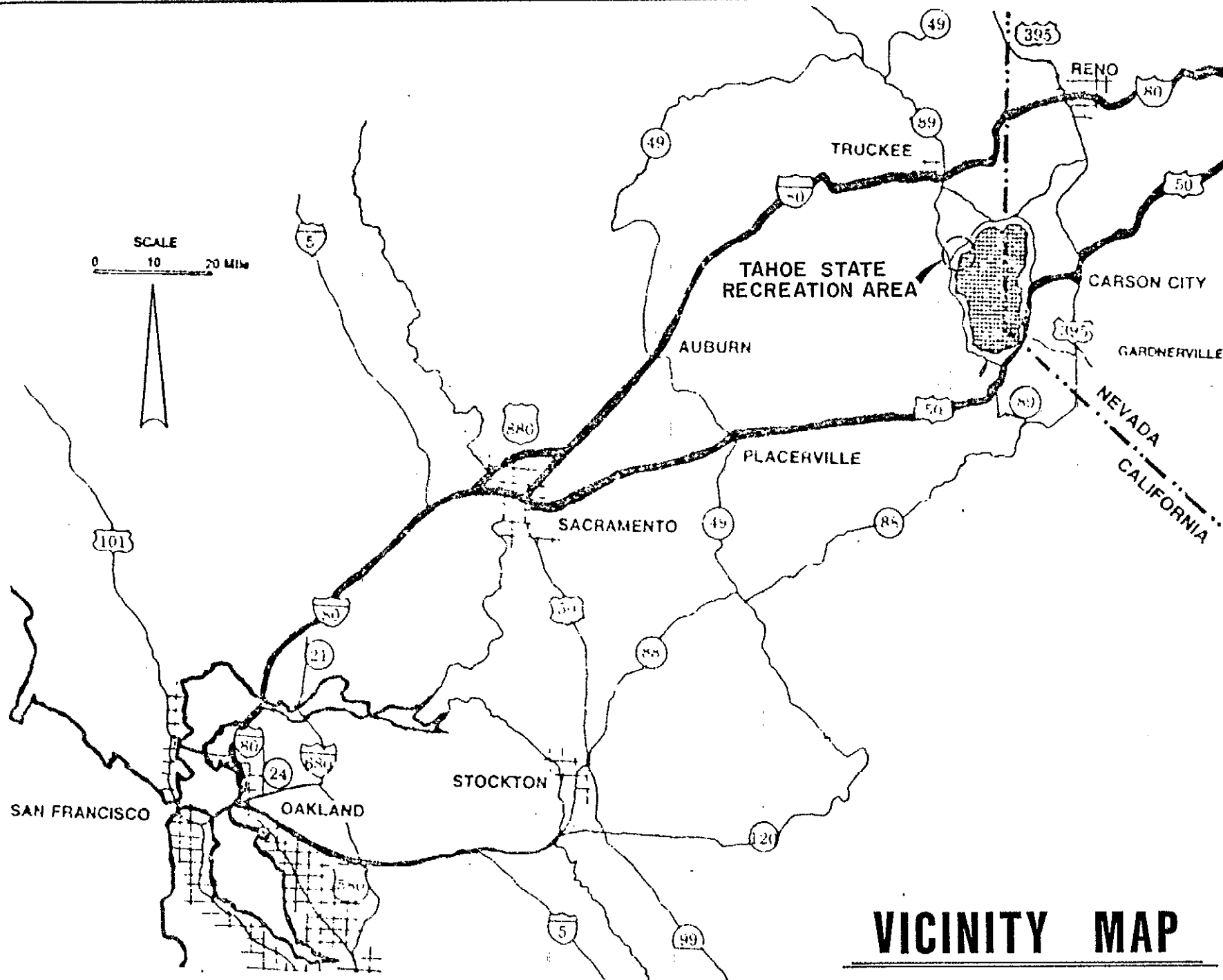
All but the Truckee River Outlet parcel have come under an operating agreement between the state and the Tahoe City Public Utility District for long-term management. A similar operating agreement and a development agreement for the Truckee River Outlet are awaiting implementation, pending completion of a general plan.

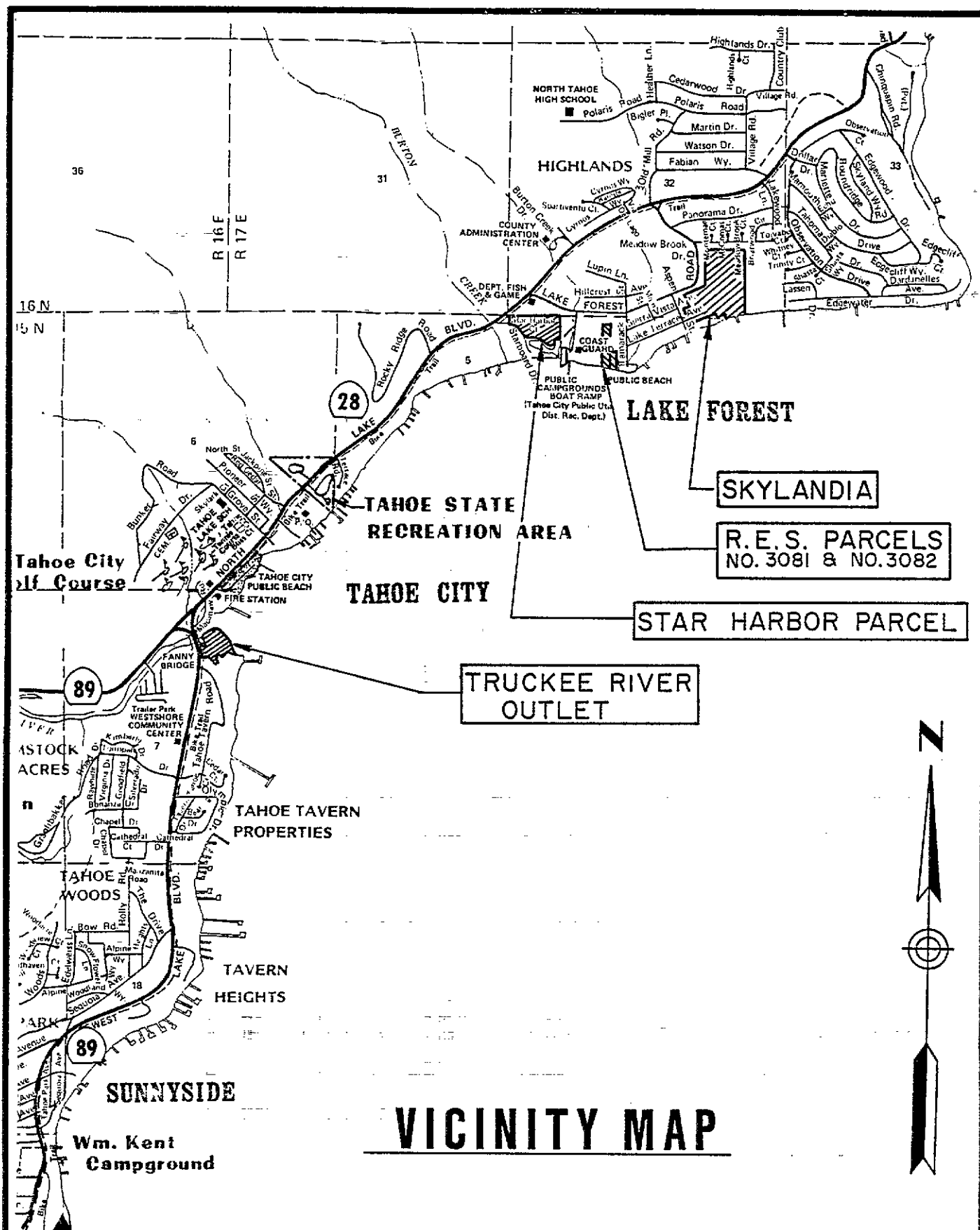
Since acquisition, all four sites have been administratively classified as part of Tahoe State Recreation Area by former Director Russell W. Cahill. Tahoe State Recreation Area is a 13-acre campground/picnic facility one-quarter mile east of Tahoe City on State Highway 28. It consists of thirty-nine campsites and twelve picnic sites. An additional state-operated 2.9-acre parcel adjacent to the campground also belongs in Tahoe State Recreation Area. This undeveloped property has 300 feet of lake frontage, and is identified as Real Estate Services Parcel No. 2764.

The four parcels under consideration are compatible with numerous other recreation sites under the jurisdiction of the Public Utility District. They are, by and large, of significant interest to community residents, as well as having considerable potential for use by statewide visitors. Thus, preparation of this plan was done in close cooperation with the staff of the State Department of Parks and Recreation.

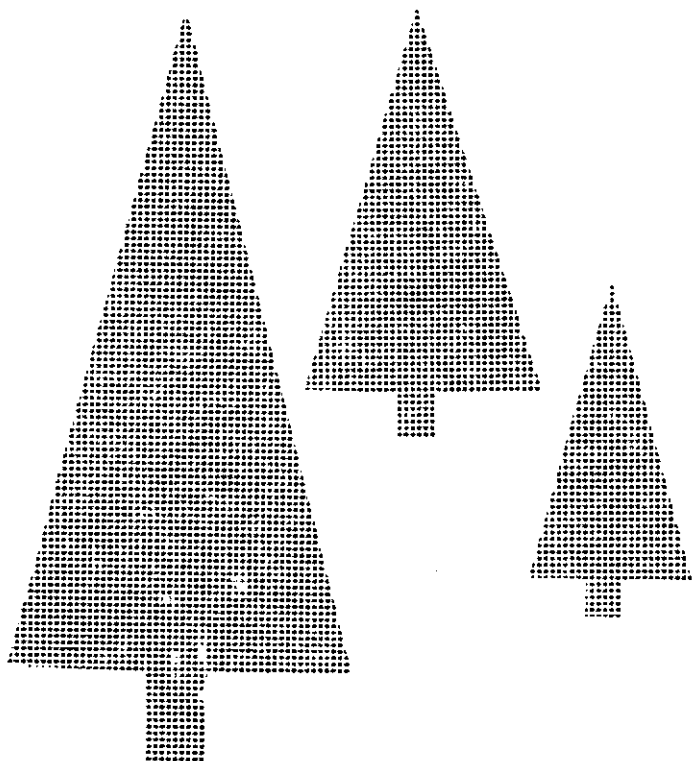
The General Plan provides guidelines for management, development, and operation of the individual sites. The plan identifies their resources and current and future problems, and proposes solutions to these problems. During the planning process, many local citizens as well as government agencies have been consulted and provided input. This format will be continued throughout the review and formalization of this preliminary plan.







## ***SKYLANDIA PARCEL***



# SKYLANDIA GENERAL PLAN

## INTRODUCTION

### Purpose of Plan

A conceptual plan is needed for the Skylandia Parcel for the following reasons:

- A) To ensure that visitors to the site will be able to use it for positive recreation experiences and for continued access to Lake Tahoe.
- B) To plan for the site's sensible development and management in such a way that it is compatible with surrounding recreation areas and private property.
- C) To continue the environmental restoration of the site, and to plan for an ongoing maintenance program which will retain its scenic value.

This plan provides general guidelines for development and management of the Skylandia Parcel in accordance with the management agreement between the State Department of Parks and Recreation and the Tahoe City Public Utility District for operation of the site. While the plan is a conceptual planning document, it must remain a flexible planning tool. These recommendations are guidelines, to be continually evaluated.

### Project Description

The Tahoe City Public Utility District serves the northwest portion of Lake Tahoe, spanning from Emerald Bay on the west shore to Dollar Point on the north shore. The 24.9-acre Skylandia Parcel is located two miles east of Tahoe City in the Lake Forest subdivision, and can be reached from State Highway 28 via Lake Forest Road.

The property is relatively isolated from most visitors to Lake Tahoe; it is a lakefront parcel surrounded by residential, light commercial, and condominium properties. Access to the site is from Lake Forest Road on the north, Aspen Street on the west, and Lake Terrace Road and Lake Tahoe on the south. The east side of the parcel is bordered by a condominium development.

Within walking distance from the Skylandia property is the district-operated twenty unit campground, boat launching facility, and Star Harbor parcel. Connecting to Aspen Street and running westerly is the district-operated Lake Forest Beach. This in turn ties into Real Estate Service parcels No. 3081 and No. 3082 to the west, providing the public with nearly one-half mile of beach maintained by the district.

## Historical Background

The history of the general Lake Forest area is somewhat vague; while much of it was recorded in one form or another, it is unclear as to the specific site locations for each activity or structure.

By far the most prominent resident of the early days in the Lake Forest area was Homer D. Burton. His activities are chronicled in the Burton Creek Project - Inventory of Features, prepared by the department's Resource Preservation and Interpretation Division, and also in the Saga of Lake Tahoe, Volume I. Burton was a local farmer, and for some years also ran a boarding house and campground. He was said to have settled in the area in 1858 or 1859, and came to know the area surrounding Tahoe City intimately.

Burton became proprietor of a resort known as the Island Farm and Hotel which extended to more than 300 acres. Part of the Island Farm later became the Methodist Camp Grounds in the 1940s, where student groups vacationed. This Methodist campground is believed to have bestowed the name Skylandia on the site. Other early uses of the general Lake Forest area included logging, grazing, fishing, and dairy operations.

The State Department of Parks and Recreation purchased the site in February 1977 for \$640,000. Still on site was the main hall of the old Methodist Church Camp, numerous tent platforms, and an abundance of old waterlines, plumbing fixtures, and electrical boxes and lines -- none of which were salvageable. The state let a demolition contract for the razing of the building, centrally located close to the cliffs overlooking the shoreline. Just prior to demolition, the structure was set on fire by vandals, and the blaze destroyed twenty-five to thirty trees in the surrounding area. Also at this time, the state had a 4-foot chain link fence erected spanning the top of the steep cliffs. There is dense brush at the top of the cliffs, and the fence was needed to protect unwary hikers from going over the edge.

After the cleanup of the destroyed building, an agreement was signed between the state and the district for long-term operation of the property. Since that time, the site has been maintained as a recreational day use area by the district (See Land Use Element).

## Public Involvement

Because of the secluded nature of the parcel and its private status, public involvement and visitation at the site has been minimal. Day use of the area has slowly increased over the past four years, but not dramatically. The North Tahoe Fine Arts Council has in the past used the property for Shakespearean plays, and other local cultural groups have held events from time to time. Because of its scenic beauty and natural amenities, it is expected that public involvement will be forthcoming as development plans and management of the area become formulated.

## RESOURCE ELEMENT

### Cultural Resources

#### Archeological

In the Burton Creek Project - Inventory of Features, Resource Preservation and Interpretation staff did not identify any archeological sites on the Skylandia property. However, it was reported that the Washoe Indians inhabited the general area. Staff was encumbered by time constraints during the initial review, and may wish to make further investigation prior to any development of the site.

#### Aesthetic and Scenic Values

The setting of Skylandia is one of unusual natural beauty within a populated residential and commercial area. With the exception of the perimeter, much of the twenty-five acres appears untouched. The site includes a scenic meadow, a small stand of virgin timber, a densely forested area, and a natural beach setting. Preservation and protection of these amenities should be of utmost importance in planning for this parcel. Traffic in the parcel should be limited to pedestrians. Development should be minimal, and limited to previously disturbed areas.

### Natural Resources

This portion of Tahoe State Recreation Area has not been mapped or studied in great detail. Most natural resource information available comes from the Burton Creek Project - Inventory of Features and a regional study conducted by the California Division of Mines and Geology. If plans for development are pursued in the future, more detailed work will be needed at that time to satisfy the requirements of the California Environmental Quality Act.

#### Geology/Seismicity

In general, the site is comprised mostly of olivine latite, which is covered by lake deposits in some places. These deposits were formed during several periods of high water at Lake Tahoe. The site is underlain by younger volcanic rock which consists of basalt flows of the Lousetown Formation. Above this rock unit is a layer of recent alluvium.

The area is considered to be highly active seismically, as is most of Lake Tahoe. Three faults are mapped within one mile of the site. Further investigation would be needed to determine whether these faults are indeed potentially active. However, the project has no potential to change the existing geologic integrity or seismicity of the site.

#### Drainage and Hydrology

There are two drainage areas on the site. A runoff channel has been naturally created, generally following the east boundary of the property. The channel is intermittent, flowing usually in late winter and through the spring. A

major drainage occurs through the central part of the property across the meadow area. This meadow catches most of the spring runoff from the site, and directs it toward a marshy area near the western boundary line adjacent to the existing maintenance storage area. At this location, it collects and then becomes channelized, flowing into a culvert and away from the property.

### Vegetation and Wildlife

The Skylandia Parcel supports a wide range of plant life. This range is included in the five major plant communities of the Lake Tahoe region: mixed coniferous forest, montane chaparral, montane shrub, montane meadow, and riparian forest (see Burton Creek Project - Inventory of Features).

The predominant vegetated areas are the central meadow and the coniferous forest. The meadow appears to be remaining constant with little intrusion from the adjacent coniferous species, due in part to the absence of lodgepole pine in the immediate area. However, the human element is becoming apparent. There are several excellent stands of Jeffrey pine on site, intermixed with red and white fir and an occasional red cedar. Dense forestation is prominent in the northern and eastern sections of the property. Silvicultural methods could improve these stands. In sparser foliated areas near the meadow, dwarf mistletoe infestation of Jeffrey pine is evident.

No rare or endangered species have been identified on the site.

Nearly 300 species of animals and birds inhabit the Lake Tahoe Region. However, animal life at the project site is limited due to its close proximity to a highly developed area.

Common animals that can be found on the site include:

- Douglas squirrel
- Golden-mantled ground squirrel
- Deer mouse
- Chipmunk
- Oregon Junco
- Mountain Chickadee
- American Coot
- California Gull
- Common merganser
- Stellars Jay

Other small animals, including migratory birds that can occupy a highly developed area, use the site.

### Climatic Features

Tahoe City, like the Tahoe Basin in general, has warm, dry summers and cool, wet winters. The average annual precipitation is 30 to 40 inches, with 75 to 80 percent in the form of snow (200-300 inches). Average summer temperatures are 75 to 85 degrees during the day and 30 to 40 degrees at night. Average winter temperatures range from 35 to 40 degrees during the day and 15 to 20 degrees at night.

## Recreation Resources

The site has a high potential for passive recreation uses. It has great natural beauty, and can support modest drop-in activity and a few types of organized uses. The old church building location has served successfully as a site for cultural events, and the lakefront accommodates beachgoers and boaters. Camping, fishing, and boating are resources available within walking distance, while almost every type of mountain recreation experience is within easy reach.

## Management

### Declaration of Purpose

The primary objective in acquiring the Skylandia Parcel was to provide public ownership of, and access to, the Lake Tahoe shoreline. A side benefit of this acquisition would be restoration and maintenance of the area for the enjoyment of the general public.

Subsequent development will open this area to the public for specific regional recreation uses and as a support facility to recreation sites in the immediate area. Development of facilities should be restricted to areas already highly modified by past human activities and where natural values will not be affected. In addition, sections of little disturbance or highly sensitive areas should be preserved, and prudent land use practices enforced.

### Declaration of Management Policy

The Tahoe City Public Utility District currently maintains and operates the Skylandia Parcel under a long-term management agreement with the State Department of Parks and Recreation. All improvements to the site will be carried out under the terms of this agreement, and through close coordination with parks and recreation staff.

Management of the site will be designed to provide statewide visitors with an area for passive recreation experiences in as natural a setting as possible. The site can be developed for day use, with activities emphasizing usage of the open space, lakefront, and surrounding recreation amenities. Areas which include natural features and vegetation types will be protected and managed to provide high-quality recreation experiences. The proposed plan preserves the existing character of the land, and provides for its sensible development and management.

The Skylandia Parcel will be operated by the Tahoe City Public Utility District in accordance with its long-term management agreement with the State Department of Parks and Recreation.

## LAND USE ELEMENT

### Existing Land Use

Use of the Skylandia Property has been drop-in day use primarily, with most patrons visiting the beach area. Very little organized activity has occurred on the site, with two exceptions. In 1977, a CETA work crew erected a rough foot-foot-high stage on the old church camp building site for a two-week production of Shakespearean plays. This was done as an accommodation to the State Department of Parks and Recreation, which had previously hosted the touring company at Sugar Pine Point State Park and wished to get out of this arrangement. The Public Utility District took on the event, which ran during the summers of 1977 and 1978. The stage is still in place, and is used occasionally by local groups for square dancing and special cultural activities.

The other organized activity involves the district-operated children's day camp in July and August. This recreation program involves forty to fifty children in nature, cultural, and waterfront activities. It is a popular event, and is compatible with the setting provided by Skylandia. Children also take part in the ecological restoration of the site as part of the program.

There are several structures on site that came with the property when it was purchased by the state. These include a residence, which houses a district employee; a maintenance storage area, used by district personnel; and a short pier, which was damaged by fire prior to purchase. The platform stage was added in 1977.

### Ongoing Site Operation

Since the Public Utility District took over operation of the Skylandia Property, a moderate amount of site restoration and environmental protection has been performed. This has been carried out by district staff to not only enhance the site for recreational visitors, but more important, to retain the natural beauty of the area. Some of these maintenance-type activities have included:

1. Removal of nonfunctional waterlines, electrical boxes and lines, tent platforms, and signs.
2. Removal of approximately twenty-five fire damaged trees and general cleanup of the fire site.
3. Trimming or removal of hazardous trees.
4. Trimming and maintenance of overgrown vegetation in public use areas.
5. Installation of auto barriers for traffic control on the perimeter of the site.

6. Repair of damage to the pier caused by fire.
7. Cleanup of the streambed channel.
8. Renovation of the residence and maintenance storage area.
9. Maintenance of the existing dirt roadway and trail system.
10. Major cleanup of the beach and beach access.
11. Seeding of disturbed areas.
12. Implementation of a litter control program.
13. Seasonal installation of portable chemical toilets.
14. Placement of picnic tables at selected locations.

In past seasons, the district has involved youth and soccer groups in some of the above cleanup projects.

#### Proposed Development

Any changes at Skylandia should maintain the integrity of the site by limiting development to previously affected areas. In addition to a responsible maintenance program, the proposed development below should be considered:

##### Perimeter Parking

Vehicle traffic should be restricted to the existing improved county roads. Only maintenance or emergency vehicles will be allowed on the project site. Developed diagonal parking on the park side of Aspen Street and Lake Forest Road should provide adequate parking for walk-in patrons. Existing parking is now random and haphazard in these areas, and usually disrupts vegetation growth. Numerous trails already serve as pedestrian entrance routes to the project. In the past, commercial parking on Lake Forest Road has adequately served the site for evening and weekend cultural events.

##### Trail System

A network of trails currently exists on the site. Preferred trails should be defined and maintained. The northeast corner of the parcel could be developed with an interpretive trail.

##### Amphitheater

See staff comments. The existing stage has been deleted from the plan. The wood stage will be razed, and the area returned to a natural state.

### Restroom

If any development of the site is considered which would increase attendance, it should include a permanent public comfort station. The closest public restroom is one-half mile away. The portable chemical toilets serving the area are barely adequate for existing use levels.

### Day-Use Area

The expected development of a day-use area would actually be the formalizing of a site already used for this purpose. Currently, the area indicated is being used for the children's day camp program, and also for picnics by drop-in patrons. By creating a day-use picnic area, uses of this type will become centralized, and maintenance will be easier.

### Beach Area

The beach is a naturally secluded area, and currently receives moderate use by mostly local residents. Because of a steep cliff, access is only from the far eastern portion of the property. No major development should take place. However, the beach access should be maintained, and consideration for extension of the pier may be desirable for boater uses.

## Development Alternatives

The proposed development described above is conceptual in nature. Prior to the drafting of any formal plan, a full environmental document must be prepared by the district, working in conjunction with state parks and recreation staff. The items listed above are development alternatives. "No project" is also an alternative that should be considered, and may ultimately prove desirable.

## Additional Consideration

### Parcel Purchase

The single parcel at the northwest corner (Lake Forest Road and Aspen Street) of the Skylandia Parcel is privately owned. The state may wish to consider purchase or seek a donation of this property for addition to the park site.

It is the visual focal point as the public approaches the Skylandia property, and is often mistaken for the park itself. The parcel is across the street from an auto body shop which parks wrecked vehicles at this location throughout the year. This tends to blight the corner and the park in general. Maintenance crews have voluntarily cleaned up the site several times.

If this corner lot could be obtained, it would be an ideal location for an identifying state park unit sign.

## OPERATIONS ELEMENT

The Skylandia Parcel will be operated by the Tahoe City Public Utility District in accordance with its long-term management agreement with the state Department of Parks and Recreation.

## ENVIRONMENTAL IMPACT ELEMENT

### Introductory Note

This General Plan (including the Environmental Impact Element) is a report on the project for the purposes of the California Environmental Quality Act. The General Plan lists the management policies and development plans proposed for the Skylandia Parcel of Tahoe State Recreation Area. The Environmental Impact Element analyzes the potential environmental impact of these policies and plans. The purpose of this element is to assess and report the impacts of the proposed development and management plans on the environment. Because elements of this General Plan are broad in nature, the Draft EIE is a broad, general assessment. Should specific plans for development and implementation be proposed, more detailed environmental assessments will be prepared, and documentation pursuant to the California Environmental Quality Act will be presented.

The Draft Environmental Impact Element was prepared according to the amended mandates of the California Environmental Quality Act, which call for an objective description of the proposed project and its environmental consequences. Pursuant to the Public Resources Code, Section 5002.2.a., and the California Administrative Code, Section 15147, and to avoid needless repetition, this Environmental Impact Element incorporates by reference all information contained in the preceding elements of this plan.

This EIE was drafted in conjunction with and through the assistance of the State Department of Parks and Recreation. Throughout the planning process, a continuing analysis of possible impacts was made. This course of action will be followed through completion of the project.

### Project Description

The project description and location are contained in the Introduction and in the Land Use Element of this document.

### Description of Environmental Setting

#### Geology/Soils

#### Climate

#### Drainage and Hydrology

#### Vegetation and Wildlife

Please refer to the Resource Element of this document for the text relating to these items.

It is not expected that the proposed development of any of the project alternatives will have a negative impact on the project site.

#### Air and Noise Quality

During project construction, there would be temporary and negligible amounts of vehicle emissions and dust generation due to operation of heavy equipment and trucks. Minor secondary impacts due to the project itself would be

automobile emissions from cars arriving and departing from the area. Although it is difficult to quantify at this time, it is not expected to have a detectable effect on the Tahoe Basin air quality.

The most prominent noise emitter in the study area is traffic along Lake Forest Road and Highway 28. However, due to the distance to these traffic routes, ambient noise levels are considerably below nuisance levels. At an estimated average daily traffic volume of 9,800 automobiles for the state highway and assuming that peak-hour traffic accounts for eight percent of the total daily traffic, average noise levels on-site due to peak-hour traffic (785 vehicles per hour) should be negligible at the project site.

Construction of the project would temporarily increase background noise levels in the area due to operation of equipment. Typically, this type of equipment raises noise levels to 70 to 90 dBA at a distance of 50 feet. While this is quite high when close to the equipment, it is not considered significant due to the temporary nature and natural attenuation over the distance to existing residences.

After the development phase of the project, noise emissions would be limited to those associated with beach activities or participation at the day-use area or amphitheater. The only noise level which may cause concern is that of a cultural event at the amphitheater. This will require further study should development of this type be pursued. Specific types of uses as well as the interests of adjacent property owners should be included in this study.

#### Transportation

The fact that the site is central to most north shore activity areas and patrons suggests there are several alternate means of transportation available. The Tahoe Area Regional Transit System has a shop within one-half mile of the site. The district will encourage use of the system by constructing a bus shelter at this location, in conjunction with the Star Harbor Project.

If the project site is developed or public usage increases significantly, the T.A.R.T. System may consider a route along Lake Forest Road.

The district's network of bicycle trails already serves the Lake Forest area, and is convenient to the project site. Boating traffic has also been observed at the site, and might be encouraged by extension of the existing pier for tie-up space.

#### Social Impacts

Thus far, the surrounding neighborhood has been affected in a positive manner. Residents are generally appreciative of the district's restoration and maintenance efforts on-site. The parcel has thus far enjoyed the status of a local use area primarily because it is off the beaten path and somewhat difficult to find for visitors to the region. Although it is bordered by residential and commercial property, it is known and enjoyed for its secluded nature.

To retain this atmosphere, any development of the site must be planned cautiously and with public participation. Several community events have drawn complaints because of noise levels, and future use of the site for these activities must be mitigated when necessary.

It appears that a slow, well planned, minimum development of the property can obtain desired results.

#### Significant Environmental Effects of the Proposed Project

The impacts of bringing recreational visitors to the site will be felt in some increased traffic and noise levels. Increased maintenance services will also be required, and environmental mitigation measures will be necessary to offset the numbers of people using the recreation area. A certain amount of this action will be necessary even if the "no project" alternative is selected, because use will increase as more individuals discover the site.

#### Significant Environmental Effects Which Cannot Be Avoided if the Proposal is Implemented

It is doubtful that there will be any significant, unavoidable environmental effects should this plan be implemented.

#### Mitigation Measures Proposed to Eliminate or Minimize the Significant Effects

It is yet to be determined if there are any significant environmental effects that warrant minimizing and mitigating.

#### Alternatives to the Proposed Project

The various phases for development should be considered as individual alternatives, as well as the "no project" alternative.

#### The Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

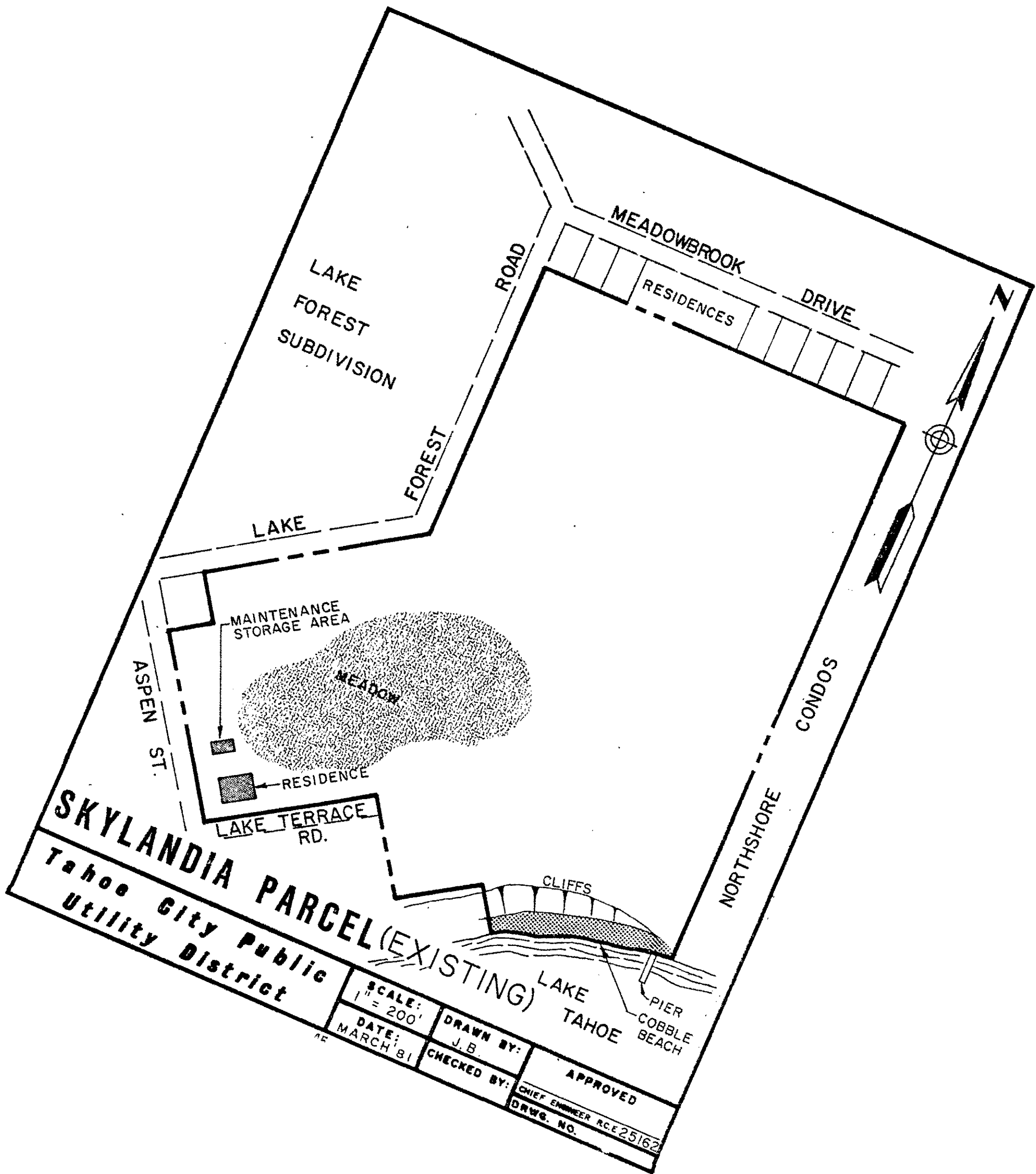
The relationship between the local short-term uses of the Skylandia site and its proposed long-term productivity are complementary.

#### Significant Irreversible Environmental Changes Which Would Be Involved in the Proposed Action Should It Be Implemented

There are no significant irreversible environmental changes that would occur if the preferred plan or its alternatives are implemented. If future demands on environmental priorities change, and this site is deemed more suitable for some other use, the site and its resources will not have been significantly altered by implementing the general plan.

Growth-inducing Impacts of the Proposed Project

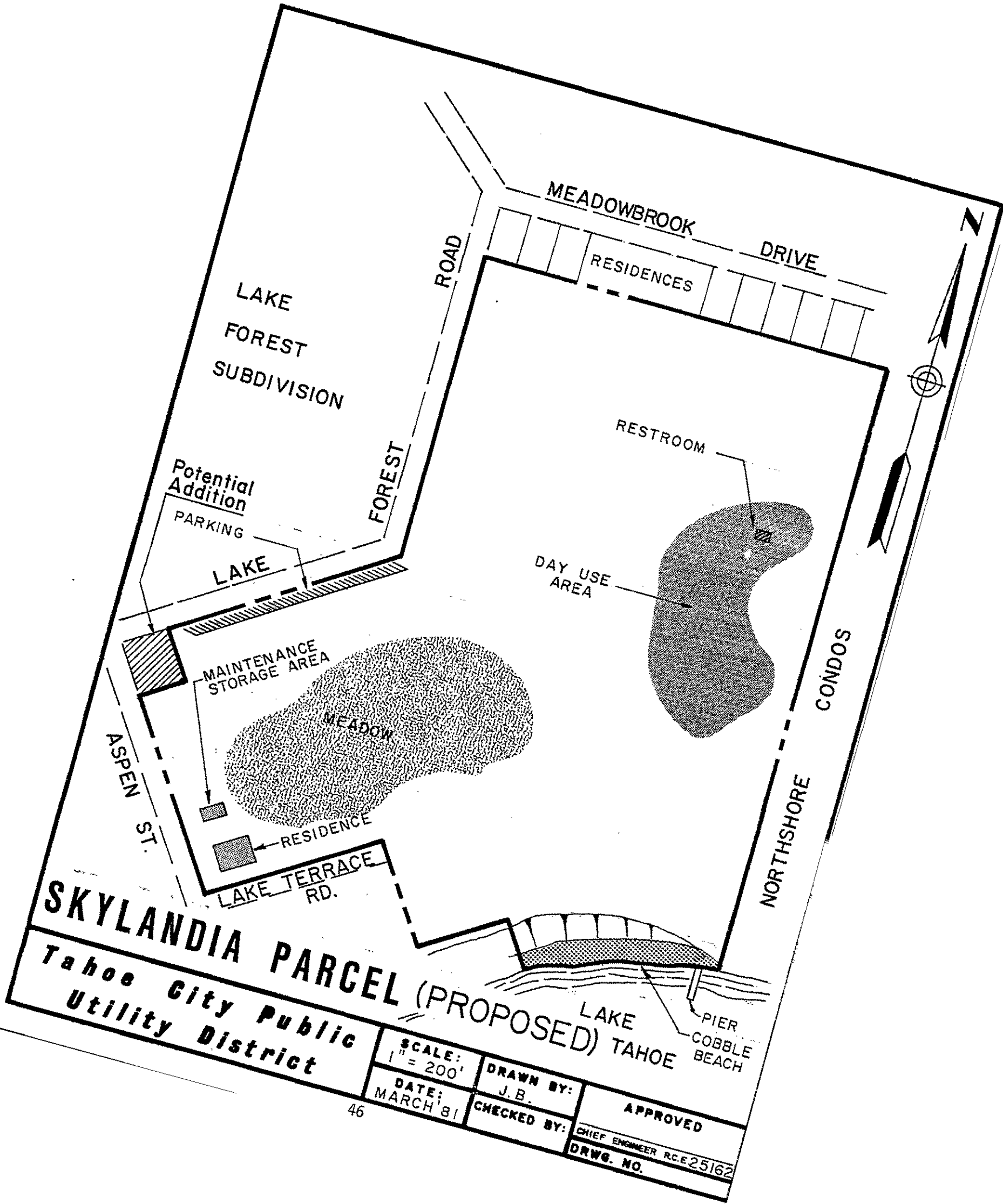
Implementation of the plan will not cause any growth-inducing impacts.



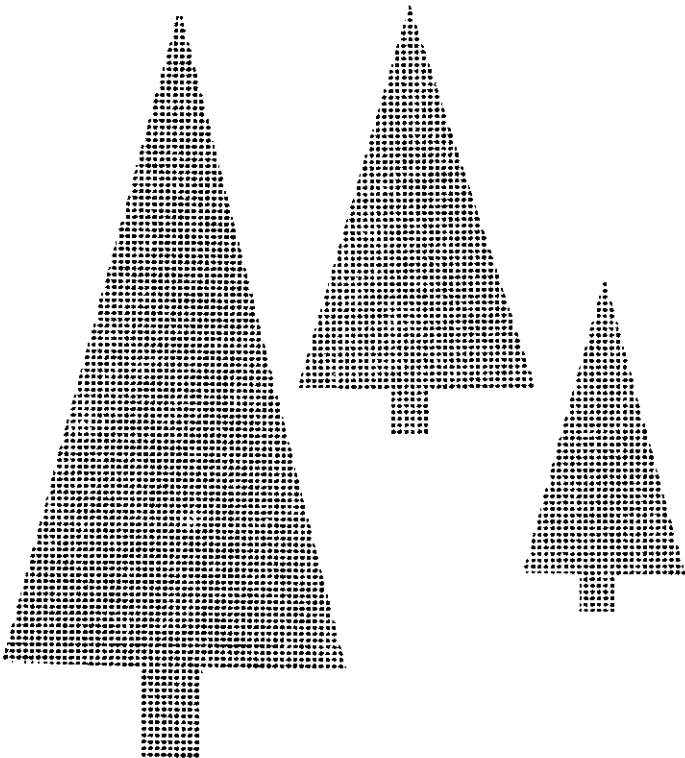
**SKYLANDIA PARCEL (EXISTING)**

**Tahoe City Public  
Utility District**

SCALE: 1" = 200'	DRAWN BY: J. B.	APPROVED CHIEF ENGINEER RCE 25162 DRWG. NO.
DATE: MARCH 81	CHECKED BY:	



# *STAR HARBOR PARCEL*



## STAR HARBOR GENERAL PLAN

### INTRODUCTION

Due to State Park and Recreation Commission action on the recommendation of the Tahoe City Public Utility District, this unit will henceforth be known as the Robert Pomin Unit of Tahoe State Recreation Area. Also note staff recommendations relative to this parcel.

### Purpose of Plan

A comprehensive plan for the Star Harbor Parcel is needed for the following reasons:

- A) To reclaim and restore a human-disturbed site on the shores of Lake Tahoe.
- B) To plan for the site's sensible development and management in a way that is compatible with surrounding recreation areas and private property.
- C) To ensure that visitors to the site will be able to use it for positive recreation experiences and for continued access to Lake Tahoe.

This plan provides general guidelines for development and maintenance of the Star Harbor Parcel in accordance with the management agreement between the State Department of Parks and Recreation and the Tahoe City Public Utility District for operation of the site. While the plan is a comprehensive planning document, it must also be a flexible planning tool. These recommendations are guidelines, to be continually evaluated.

### Project Description

The Tahoe City Public Utility District serves the northwest portion of Lake Tahoe, spanning from Emerald Bay on the west shore to Dollar Point on the north shore. The Star Harbor Parcel is located two miles east of Tahoe City proper, off State Highway 28 near Lake Forest Drive.

Legal access is by way of a 20-foot-wide undeveloped easement off Star Harbor Court, which serves as the entrance road to the Star Harbor condominium development.

The State Department of Fish and Game fish hatchery and area office is to the north of the project, while the state's Wildlife Conservation Board has two recreation-oriented parcels to the north and east. These sites are a 20-unit campground and a fishing access/boat launching facility which are operated by the Public Utility District under agreement with the Wildlife Conservation Board. As there is no formal developed access to the project, district crews have been entering the parcel through the boat ramp parking area for maintenance purposes.

The southern boundary of the parcel is the common Star Harbor channel separating the condominium development and the project site. At the southeast-corner and adjacent to the boat ramp, there is approximately 126 feet of frontage to Lake Tahoe.

## Historical Background

Prior to the 1960s, the project site was marshland, and was subject to flooding from 100-year storms. In the early Tahoe days, vegetation was quite dense, and the site was known as a hunting area for some of the local population. According to oral history, Homer D. Burton settled in the area in 1858 or 1859. Burton cut timothy hay and raised garden vegetables, buckwheat, and oats, although it has not been verified if it was on the precise Star Harbor site. Other uses of the general Lake Forest (surrounding) area over the years included logging, grazing, dairy, and resort operations.

The site itself went without physical structures until the late 1960s. Then the Star Harbor condominium development was created on the waterfront portion of the property, and a channel was dredged to accommodate property owners' boat uses. The 10.7-acre project site to the north of the channel was used as a spoil pile for dredged material from the harbor channels. Still under ownership of the developers, the project site was earmarked for future condominium development.

Approximately 90 percent of the project site was cleared and graded between 1969 and 1971. Graders and heavy equipment used in the dredge and fill operation completed substantial compaction. As a result, nearly all existing vegetation was removed. The only natural vegetation remaining was small groves and isolated trees of quaking aspen and lodgepole pine, and a scattering of willow, Jeffrey pine, and mountain alder. Portions of the site have been naturally reestablished with lodgepole and aspen seedlings. Over the years, invading grasses and forbs began to establish themselves; however, existing ground cover remained comparatively sparse.

As building requirements became more restrictive in the Tahoe Basin, development plans for the project site were shelved. The property became available and was purchased in May 1978 by the State Department of Parks and Recreation for \$257,500. Shortly thereafter, a long-term agreement was entered into with the Tahoe City Public Utility District for operation of the site. The district has maintained the parcel as a part of its ongoing parkland operations, which includes more than 125 acres of beaches, parks, open space, and special facilities.

Since 1978, the district has worked in cooperation with the Department of Parks and Recreation on plans for development of the site as a regional day use recreation area. In early 1980, former Director Russell W. Cahill administratively reclassified the site to be included as part of Tahoe State Recreation Area. During the past three years, a substantial planning effort has been carried on by department and district staff.

Considerable delays in the planning stages occurred from the involvement and requirements of local, regional, and state agencies which regulate uses in the Tahoe Basin. Throughout the process, public interest and involvement remained high as numerous local residents saw the proposed development as a very desirable addition to the north shore area. This interest reached its zenith in August 1980, after planning efforts bogged down because of additional review requirements imposed on the project. On the weekend of August 2-3, a

large group of local citizens met on-site with heavy equipment, and graded a major portion of the area planned for future development. The action was independent of the Public Utility District, and was not condoned in any form. An investigation ensued, and the improper grading activity was condemned on all levels.

The Lahontan Regional Water Quality Control Board immediately issued a cleanup and abatement order, with which the district complied. Slope and embankment stabilization work was done, and a good vegetative cover was achieved to prevent erosion. The site held up well over the winter months.

Since August 1980, the district has worked closely with regulatory agencies, not only to stabilize the site but to make plan revisions that would be both suitable and acceptable. This proposed plan is a cutback version of the original design, and has been conditionally approved by all planning and regulatory agencies in the Tahoe Basin, pending review and acceptance by the State Department of Parks and Recreation.

#### Public Involvement

As was indicated in this document's historical background section, public involvement and interest in this project has been keen. Aside from the improper grading activity, responsible public input has been positive and constructive for completion of the project. But the planning time required and the amount of review necessary to implement a plan has been a point of contention throughout. However, numerous meetings have been held with youth groups, scouting troops, adjacent condominium owners, and recreation advisory groups, and commitments have been made to support the district in its efforts to adequately plan for the project.

#### Agency Involvement

The main local planning agencies which have reviewed the project in detail are the Tahoe Regional Planning Agency, the California Tahoe Regional Planning Agency, the Lahontan Regional Water Quality Control Board, and Placer County. All of these agencies have had a significant impact on the proposed plan; they have been involved since the inception of the project. In the spring of 1980, Placer County, acting as the lead agency, prepared and filed an extensive negative declaration which passed through the CEQA process.

Throughout the planning stages, many ideas and suggestions from all sources have been incorporated into this proposed plan. In December 1980, the Lahontan Regional Water Quality Control Board issued waste discharge requirements for the project. It was not until January of 1981, after numerous public meetings and agency hearings, that conditional approval came from the last regulatory body. This planning process represents thousands of hours of staff time over the last two years. Through this time frame, the State Department of Parks and Recreation staff has monitored the process and offered assistance as needed.

## RESOURCE ELEMENT

### Cultural Resources

#### Archeological

According to the Cultural and Historic Significance of the Lake Tahoe Region - A Guide for Planning, a Washoe fishing camp of archeological significance has been recorded in the study area. Its location has been identified to be near the mouth of Burton Creek. In a memorandum prepared by Francis A. Riddell to James P. Tryner, both with the California Department of Parks and Recreation, and dated November 7, 1978, it is stated that Riddell "... found and recorded one Native American site ..." which "... lies on the north bank of the west marina in a grove of pines and aspens." This description would place the Native American site within the project boundaries. The planning guide also indicates that the closest historic site is in Tahoe City, which is too distant to be affected by the project.

Since the majority of the site has either been graded or filled, other possible undiscovered cultural sites would probably have already been heavily disturbed. The site discovered by Francis Riddell was partially protected by being located within a grove of trees.

No alteration of the Washoe fishing camp is proposed, and additional protective measures will be employed from landscaping and screening along the channel areas.

#### Aesthetics

In its present state, most of the site offers little visual appeal. Removal of vegetation in the past and dumping of spoil piles of dredged material during construction of the harbor have given the site a disrupted appearance. Natural revegetation has not proceeded sufficiently to hide the disturbances incurred during harbor construction. But two particular locations do provide aesthetic beauty. A grove of Jeffrey pines and quaking aspen rim the Star Harbor channel to the south, and the Polaris Creek streambed near the western boundary, are both scenically attractive areas. Both will be retained in their natural setting.

### Natural Resources

#### Geology and Soils

According to the Tahoe Regional Planning Agency planning guide entitled Geology and Geomorphology of the Lake Tahoe Region, the site is underlain by younger volcanic rock which consists of basalt flows of the Lousetown Formation. Above this rock unit is a surficial layer of recent alluvium. The guide further describes the area as a type "E<sub>2</sub> - Outwash, Till and Lake Deposits" geomorphic unit. This geomorphic unit is considered to be a low-hazard land which "... can support the widest range of activities, but care must be taken to avoid abusing them."

The study area (as is most of the Tahoe Basin) is considered to be a highly active seismic area. Three faults are mapped within one-half mile of the site. Due to the shallow depth to groundwater in the surface alluvium, there could be a potential for liquefaction during a seismic event. An analysis of soil particle size distribution and clay or fine silt content would have to be established to determine the actual potential for liquefaction.

The project has no potential to change the existing geologic integrity or seismicity of the site. Liquefaction by itself poses no potential hazard. There should not be a significant effect created by the presence of the recreational play fields and parking area.

The northern half of the site has been graded to one percent, sloping southerly. During the grading procedure, two mounds of dredged fill material were spread as topsoil. Since the site has been stabilized and grades are at minimum levels, few problems from erosion are expected.

Soils on site have been identified by the T.R.P.A. soil map (D-6, Dollar Point) and confirmed as accurate by a field check conducted by Grant M. Kennedy, Soil Scientist. The soils on-site consist mostly of placed fill material (Fd) from the dredged harbor channels which overlies type (Mh) - "Marsh" soil as designated by the U.S.D.A. Soil Conservation Service. The compacted fill material is confined mostly to the north one-half of the site. At the time the fill was placed, large graders and heavy equipment were used, adding to the compaction of the area.

The Soil Conservation Service describes Fill Land (Fd) as sandy dredge material which consists of stratified sand and some fine gravel. Typically, drainage is excessive, permeability is very rapid, runoff is slow, and erosion hazard is slight. Marsh (Mh) is described as having variable permeability, ponded runoff, and slight erosion hazard.

Although soils on-site are considered to have a relatively low erosion potential, disturbance of these soils during construction could temporarily increase the erosion hazard until they are again stabilized. Stabilizing vegetation now on-site has continued to develop in the spring, after providing good cover last fall. It appears that soil stabilization efforts have been effective. Once the site has been landscaped and ground cover vegetation has become established, soils should become less prone to erosion than at present.

### Drainage and Hydrology

The south end of the site is bounded by two dredged harbor channels which are currently quite shallow near shorelines. It is estimated that much of both channels is approximately a foot deep near shorelines, with shallow depths in the main channels. Due to the recent drought lowering the level of the lake, the channel and harbor adjacent to the condominium residences are barely navigable, while the east harbor is too shallow for navigation.

Burton Creek skirts the west perimeter of the project, and enters Lake Tahoe through the Star Harbor condominium development into the west harbor channel. Barton Creek follows the north and east boundaries of the parcel and enters

Lake Tahoe via a culvert into the east harbor channel. Initially, this culvert invert was laid substantially below the existing stream bottom of Barton Creek, and this has caused the creek to begin eroding a deeper channel by head cutting. The head cutting progressed upstream, causing channel side slopes to erode and causing undercutting of streamside trees and vegetation. The Lahontan Regional Water Quality Control Board has mandated that this channel erosion be corrected.

Polaris Creek crosses the property near the western boundary, and flows directly into the harbor channel at the southwestern corner. Its source is a spring located several hundred feet north of State Highway 28. The water is culverted beneath the highway, flows through the Department of Fish and Game hatchery facility, across the property, and into the channel. Plans call for this creek to continue to flow uninterrupted. Protective screening in the form of plantings and increased native vegetation along the banks of the creek is proposed. This screening should lower the water temperature and provide added security for fish in the stream, thus improving the spawning conditions which exist in Polaris Creek.

Nearly all surface runoff from the site travels by sheet flow in a southerly direction. The drainage is intermittent in nature, and eventually discharges into the two channels. The proposed parking area will reduce percolation somewhat, and will thereby increase surface runoff at this location. Proper drainage of the parking area toward the west will eliminate accessive runoff into Barton Creek.

#### Vegetation and Wildlife

Approximately ninety percent of the site was cleared and graded between 1969 and 1971. A major portion of this same area was also disturbed during the grading operation in 1980. As a result, nearly all existing vegetation has been removed. The only natural vegetation which remains are small groves of quaking aspen, isolated lodgepole, and Jeffrey pine, and a scattering of willow and mountain alder. Within these isolated groves, naturally associated shrubs, grasses, and forbs also remain. Stabilization efforts in the fall of 1980 were successful in establishing a healthy ground cover in the perimeter areas.

Due to the intensity of vegetation disturbance which occurred between 1969 and 1971, the wildlife habitat value of the site has been significantly degraded. In addition, the intense human use of the surrounding lands further lessens the site's value to all but the most adaptive species. Inhabitants include numerous birds, chipmunks, squirrels, and other rodents. The project should not significantly affect this population.

Polaris Creek is used as a spawning stream by the State Department of Fish and Game for trout, predominantly rainbow trout. The department has used this breeding stock in conjunction with its adjacent fish hatchery for a number of years to raise trout for later release into Lake Tahoe. A slight concern has been expressed by fish and game personnel that development of the site as a public recreation area may lead to disturbance of the spawning trout in Polaris Creek. Dense plantings of native trees and brush along the shoreline

between the recreation area and the creek could prove to be adequate mitigations. It may be necessary to construct a fence parallel to Polaris Creek, in addition to the proposed plantings, to further protect the spawning trout.

### Water

Three bodies of water in the area which could be affected by the project are Barton Creek, Polaris Creek, and Lake Tahoe. Lake Tahoe is known to have excellent quality water, while both Polaris and Barton Creeks possess moderate nitrate levels due to grazing and the presence of horses on lands the creeks cross before entering the project site.

In its present state, it may be assumed that some unknown amount of silt is washed from the site into Lake Tahoe by surface runoff. The surface alterations to the site and subsequent stabilization of disturbed soils with vegetation should reduce siltation and nutrient enrichment into Lake Tahoe. Well established turf and other ground covers on-site will improve the quality of surface runoff by capturing suspended particulate matter and absorption of dissolved nutrients.

Operation of small boats in Star Harbor is currently responsible for minor oil and grease contamination of the lake.

### Climatic Features

Tahoe City, like the Tahoe Basin in general, has warm, dry summers and cool, wet winters. The average annual precipitation is 30 to 40 inches, with 75 to 80 percent in the form of snow (200-300 inches). Average summer temperatures are 75 to 85 degrees during the day and 30 to 40 degrees at night. Average winter temperatures range from 35 to 40 degrees during the day and 15 to 20 degrees at night.

### Recreation Resources

The site is surrounded on three sides by areas accommodating recreation-type uses. Camping, fishing, and boating are adjacent resources, while virtually every type of mountain recreation experience is available within a short distance. This ten-acre parcel, if well maintained, should provide the public with usable open parkland which will be compatible to surrounding areas.

### Management

#### Declaration of Purpose

The primary objective in acquiring the Star Harbor site was to provide public ownership of, and access to, the Lake Tahoe shoreline. A side benefit of this acquisition would be restoration of an area which had deteriorated over the years because of human alterations to adjacent parcels and use of this site as a spoil pile.

Subsequent development will open this area to the public for specific regional recreation uses, and as a support facility to adjacent recreation sites. Development of facilities should be restricted to areas already highly modified by past human activities, and where natural values will not be affected. In addition, sections of little disturbance or highly sensitive areas should be preserved, and increased vegetation encouraged.

#### Declaration of Management Policy

The Tahoe City Public Utility District currently maintains and operates the Star Harbor parcel under a long-term management agreement with the State Department of Parks and Recreation. All improvements to the site will be carried out under the terms of this agreement and through close coordination with parks and recreation staff.

Management of the site will be designed to provide statewide visitors with a relatively flat, wide open space area for multiple outdoor recreation activities - a commodity which is unique in the Tahoe Basin. The fact that it should be maintained as a support facility to adjacent recreation areas is important.

The site can be developed for day use, with activities emphasizing usage of the open space, lakefront, and surrounding recreation amenities. Areas which include natural features and vegetation types will be protected and managed to provide high-quality recreation experiences.

The proposed land use plan indicates projections for statewide, regional, and community use. The overall intent is to reclaim and restore a highly human-disturbed lakefront parcel, and to use it for public recreation purposes. The proposed plan preserves the existing character of the land, and provides for its sensible development and management.

## LAND USE ELEMENT

### Existing Land Use

The Star Harbor Parcel has received very little use since it was filled and compacted a decade ago. Occasionally, individuals will walk a dog, ride a horse, or operate a motorcycle on the site. But otherwise, it has generally been an area which has gone unused.

### Proposed Land Use

The proposed use for the Star Harbor Parcel will be for regional day use recreation purposes. It will provide grassy and natural open space areas for residents and recreational visitors. It will also provide compatible uses to adjacent recreation sites, and will expand the available public acreage in the Tahoe City community.

### Proposed Development

Development of the Star Harbor Parcel will consist of a youth recreation baseball field and multi-use play area, a parking lot, minor recreational amenities, and major site and stream restoration. Future considerations will include a small picnic area near the boat launching area and close to the lakefront. Some very preliminary discussions have centered on a potential government boat moorage facility in the east channel. Implementation stages of the major restoration and revegetative improvements are detailed below.

### Removal of Fill

In accordance with directives of the Lahontan Water Quality Control Board's waste discharge requirements, a portion of the fill material currently on-site must be removed. The fill must be taken from the area just west of Polaris Creek for creation of an artificial stream environment zone (figures 1 and 2). The estimated quantity of fill to be removed is 6,000 to 8,000 cubic yards.

### Erosion Control and Revegetation

A temporary erosion control plan was prepared using recommended best management practices, and was subsequently approved by the Lahontan Regional Water Quality Control Board. The plan was implemented in the fall of 1980, and has proven effective.

A revegetation and stabilization plan for the site has been prepared, and is shown in concept on the accompanying plan (figure 3). It should be noted that areas within an identified revegetation zone that already have sufficient plant cover will not be disturbed. The revegetation measures will be applied only to disturbed areas that lack sufficient vegetation to achieve the desired level of erosion control.

With regard to the revegetation plan, the following descriptions are offered for each type of revegetation or stabilization identified.

Type 1

Sod, grass, species to be determined.

Type 2

Planting Materials: Garrison Creeping Foxtail, 15 lbs/ac (areas subject to inundation only)

Planting Materials: Tegmar Intermediate Wheatgrass or Luna Pubescent Wheatgrass or Arriba Western Wheatgrass, 25 lbs/ac (areas not subject to inundation)

Durar Hard Fescue or Potomic Orchard Grass, 10 lbs/ac

White Dutch Clover or Yellow Sweet Clover or Lutan Clover Milkvetch, 10 lbs/ac

Mulch: Straw at 2 tons/ac or depth of 2 inches

Mulch Blanket: Jute Matting, stapled

Type 3

Planting Materials: Tegmar Intermediate Wheatgrass or Luna Pubescent Wheatgrass or Arriba Western Wheatgrass, 25 lbs/ac

Durar Hard Fescue or Potomic Orchard Grass, 10 lbs/ac

White Dutch Clover or Yellow Sweet Clover or Lutan Cicer Milkvetch, 10 lbs/ac

Mulch: Punched straw, 2 tons/ac

Type 4

Planting Materials: Tegmar Intermediate Wheatgrass or Luna Pubescent Wheatgrass or Arriba Western Wheatgrass, 25 lbs/ac

Durar Hard Fescue or Potomic Orchard Grass, 10 lbs/ac

White Dutch Clover or Yellow Sweet Clover or Lutan Cicer Milkvetch, 10 lbs/ac

Straw: Blown straw, 2 tons/ac

Tackifier: Ecology Controls M-Binder or equivalent, 5,700 gal/ac

#### Type 5

No action -- existing vegetation adequate.

#### Type 6

Asphalt pavement.

#### Trees

Planting Materials: Aspen, 5 gal  
Willow, 5 gal  
Lodgepole, 5 gal  
Poplar, 5 gal

Specifics for revegetation types 2-5 were developed by the district incorporating recommendations of the Tahoe Resource Conservation District. If fertilizer is used, it will be in strict adherence with the recommendations of the fertilizer management plan developed by the University of California. Irrigation of all plantings except sod will be conducted for at least one full growing season, or until vegetation develops sufficiently to rely on natural moisture input. Sod will be irrigated regularly each season. The district's Parks and Recreation Maintenance Department will be responsible for maintaining plantings with technical assistance from the Tahoe Resource Conservation District.

#### Stream Environment Zone Restoration

##### General

The Lahontan regional board requirements call for restoration of two major stream environment zone areas surrounding the project. The district has examined each area, and has determined the appropriate, most cost-effective solution in each case.

##### Easterly Flood Plain

This area is in the northeast corner of the property, and is the low-lying area surrounding the northeast drain and Barton Creek. This area is subject to flooding by Barton Creek, which may achieve 100-year flows of up to 263 cfs. Barton Creek and the northeast drain will be constrained by a downstream culvert causing a backwater to form in this area, and achieving the desired conditions of thin sheet flow and quiescent ponding. The area is currently being successfully revegetated in accordance with recommendations of the Tahoe Resource Conservation District. In view of these circumstances, it was decided that no further modification be proposed since the area quite clearly meets the intent of the Regional Water Quality Control Board requirements, insofar as flood plain restoration is concerned.

### Westerly Flood Plain

The Lahontan requirements identify the zone between Polaris Creek and the westerly boundary of the multi-use playfield for restoration as an active stream environment zone. Here, several alternatives were considered, including no action, massive regrading, and separate artificial stream environment zone. The no action alternative was ruled out since hydrologic analysis showed that only minimal flooding would occur naturally in a 100-year frequency flood, and this would not be in conformance with the mandated requirement to encourage flooding in this area. The massive regrading alternative would have involved substantial cutting of material down to an elevation the same as Polaris Creek for the entire zone between Polaris Creek and the athletic fields. This alternative was disregarded due to the substantial cost for earthmoving, the undesirability of massive grading next to a live stream, and the loss of areas already revegetated and serving the function of an active SEZ. The remaining alternative, construction of an artificial SEZ, was selected as the most appropriate cost-effective alternative, and will be discussed in detail as follows.

### Artificial SEZ Concept

The artificial SEZ alternative envisions a project that would divert a portion of the flood flow from Polaris Creek into an engineered channel designed to optimize removal of sediment and other pollutants through sedimentation, sediment trapping, absorption, and natural biological treatment. The channel would be engineered to encourage shallow depth overland flow, with treated flood waters collected and returned to the stream channel of origin.

Design Goals - The design goals for the project are:

1. Restore area to an active SEZ.
2. Provide low cost, nonenergy-consuming treatment of runoff.
3. Entail minimal maintenance effort.
4. Be cost effective while providing acceptable environmental protection.
5. Protect and enhance the water quality of Lake Tahoe.
6. Minimize the amount of earthwork and grading.
7. Not result in any nuisance by reason of insect breeding.

Design Constraints - The project alternative is subject to the following constraints:

1. The project must be kept outside the zone of the known archeological site.
2. The project should be confined to the area already subject to disturbance, and should not encroach into existing revegetated areas.

3. The project should not interfere with fishery resources of Polaris Creek.

### Design Criteria

Engineering consultants have analyzed the hydrology of the tributary watershed area, and reported the 100-year floodflow in Polaris Creek to be 18 cfs. The Department of Fish and Game has established criteria for minimum flow to protect fishery resources. These criteria are 0.5 ft/sec mean velocity and a minimum of 6 inches of water depth, whichever is more restrictive. Analyzing the Polaris Creek channel at the critical point indicates that the most restrictive criteria require a minimum flow of 8 cfs, which will provide the 0.5 ft/sec mean velocity with a 1.5 safety factor. At the 100-year floodflow, this would allow up to 10 cfs to be diverted to the artificial SEZ. The 10 cfs flow then becomes the design flow for the artificial SEZ.

### Hydraulic Structural Elements

The proposed design envisions four major hydraulic elements for the artificial SEZ alternative: diversion structure, transport and distribution channel, artificial SEZ, and collection ditch and outfall. The design of each of these hydraulic elements is discussed in detail below.

#### Diversion Structure

The most simple diversion structure that would operate automatically and be free of debris clogging was desired. A side weir was selected for this purpose. Crest height of the side weir was set at the elevation necessary to maintain the 8 cfs minimum flow for fishery resource protection, with all excess flows being diverted over the weir. Weir materials being considered are redwood and steel. Rock rip-rap will be placed at strategic points to prevent erosion and scour.

#### Transport and Distribution Channel

The transport channel will begin at the overflow structure, and will serve to transport and distribute floodwater to the artificial SEZ. This channel will be constructed at a 0.005 slope, and will be approximately trapezoidal in cross section. This channel will be lined with cobbles with an underlying layer of filter fabric to prevent erosion of fines. At the channel terminus, the channel will split into two separate distribution laterals. Distribution laterals will be set at a level grade so as to overflow along their entire length and begin the sheet flow process through the artificial SEZ. At the junction of the transport channel and distribution laterals, additional space will be provided for dissipation of turbulence due to the change in direction of flow.

#### Artificial SEZ

The artificial SEZ is designed to function as a natural treatment area using at least two treatment processes: sedimentation and sediment trapping by vegetation. According to considerations for sedimentation only, a channel

length of less than 50 feet would be necessary to remove clay size and larger particles. However, to provide a factor of safety and to allow for additional trapping of colloidal particles and absorption of soluble nutrients, an additional 100 feet of channel will be added. The resulting channel design is summarized below:

Channel width	50 feet
Channel length	150 feet
Slope	0.01 ft/ft
Flow depth	0.33 ft
Channel depth	1.0 + ft
Channel cross-section	wide trapezoid
Mean velocity at 10 cfs	0.6 ft/sec

Construction specifications will call for very close grading tolerance to ensure continuous sheet flow throughout the channel length. The channel will be observed in operation and if sheet flow is not obtained, permeable gravel check dams to retard spread flow will be installed.

#### Collection Ditch and Outfall

At the terminus of the artificial SEZ, a rock-lined collection ditch will begin. The collection ditch will convey the treated runoff to the Star Harbor channel for discharge. Discharge into the Star Harbor channel will be through a submerged CMP outfall to eliminate any foaming or visible discharge problems. Construction of the collection ditch is necessary to prevent treated runoff from meandering across the lower end of the site and causing erosion where it would concentrate to discharge into Star Harbor channel.

#### Operation and Maintenance

The district's Parks and Recreation Department will be responsible for maintaining the project after completion. Routine annual maintenance will consist of clearing any debris from the diversion structure and raking of the artificial SEZ to remove excess vegetation and debris.

#### Barton Creek Erosion

##### Correction of Channel Erosion

Barton Creek and the northeast drain merge along the easterly project site to form the single channel called Barton Creek. Barton Creek was diverted through a CMPA to discharge into the Star Harbor channel to provide circulation. The culvert invert was laid substantially below the existing stream bottom of Barton Creek, and this has caused Barton Creek to begin eroding a deeper channel by head cutting. The head cutting has progressed upstream, causing channel side slopes to erode and causing undercutting of streamside trees and vegetation. The Lahontan regional board waste discharge requirements mandate that this channel erosion be corrected.

### Recommended Correction

Head cutting will be halted by installation of a culvert to function as a drop structure, providing a solid barrier beyond which head cutting cannot occur. To accommodate fish movement, the culvert will be laid at the same gradient as the undisturbed stream channel. Below the culvert-drop structure, several one-foot high check dams will be installed to accrete sediment and reestablish a flatter channel gradient. Check dam height will be increased in lifts on an annual basis until a stable channel is achieved. Eroding banks in the area of the head cutting will be cut back to 2:1 slope, where possible, and revegetated. Rock rip-rap will be placed along the channel bottom and in the vicinity of the inlet to the lower culvert.

### Boat Moorage Facility

The district has been approached by several governmental agencies for a protected year-round boat docking facility in the east channel of Star Harbor. The primary agencies are the U.S. Coast Guard, the University of California at Davis and the Placer County Sheriff's Department. The State Department of Fish and Game may have some interest as well, should the facility be built.

There is substantial need for such a facility in the north shore area, and Star Harbor could provide a good central location. None of the agencies mentioned have permanent boat moorage, but must rent space elsewhere or tie up to a buoy offshore, which is unsatisfactory. In some cases, boats must be launched for each use, and this is a severe problem because high winds and rough water make this difficult.

The coast guard patrols the lake, and provides many services to recreational boaters and fisherpersons. Their base of operation is within 300 feet of the project site, and this presents obvious advantages for their day-to-day activity. The University of California performs research activities on a year-round basis, and is in great need of a docking facility. Their base of operation is also very close to the project site, located in the fish and game facility. The Placer County Sheriff's Department performs search and rescue operations on the lake throughout the year, and is very concerned about their ability to respond in a timely manner. A moorage facility at Star Harbor would also help to solve this problem.

Because of extreme weather conditions at Lake Tahoe and the lack of existing moorage, it is apparent that protected docking space is needed for these government services. The plan is only in the discussion stage at this point. It does appear that there would be a need for approximately six boat slips and minimal support services. Anything beyond that has not been conceptualized, although the University of California may come forward at a later date with a more comprehensive plan.

Due to the limitations of the east channel, any boat docking facility would have to be restricted to government use only. This is consistent with the overall planning concept for the Star Harbor site, and should pose no

problems. Planning and design work for any such development of the harbor must be initiated by the interested agencies, as would subsequent funding for development. Any future plans for development of this nature will follow an independent process; and should be evaluated on their own merit.

### Other Considerations

#### Access

At the time of this printing, the one point that has yet to have a long-term solution is that of access to the parcel. Access to the site is currently being gained through an adjacent parcel owned by the Wildlife Conservation Board, which is an arm of the State Department of Fish and Game. This property is a public fishing access and boat ramp with a parking facility. Since the Public Utility District also operates this site under agreement with the WCB, entrance to the project site for maintenance purposes has been convenient. There is no other developed access to the project site; until February 1981, there was no other known legal access. At that time, it was discovered by state parks and recreation staff that a 20-foot-wide access easement from Star Harbor Court and through the condominium property did exist. This easement is at the northwest corner of the project site.

The district does not want to abandon any legal access, and will continue to pursue development of a future access from Star Harbor Court. But from a practical standpoint, the best access point for the planning of this project is through WCB property. Understandably, the WCB is concerned over the impacts a completed park project might have on its site, and any conflicts that might arise with providing continued access to the lake for boaters and fisherpersons. Although the Department of Fish and Game has expressed an interest in resolving this issue, no workable solution has been reached to date.

The district's concern over access from Star Harbor Court is threefold: 1) environmental; 2) financial; and 3) property owner considerations. The Star Harbor, or eastern, side of the property, is a natural stream environment zone, and lies within a 100-year flood plain. The regulatory agencies in the Tahoe Basin have strong doubts about the potential of access from this point, and have ordered the area revegetated and restored to its natural state. Polaris Creek, a Department of Fish and Game spawning stream, also runs through this section of the property, and should be protected. Development of a two-lane access to a parking facility through this part of the parcel would be extremely expensive, and a cost that the district may not be able to bear. Finally, the prospect of having a public two-lane road constructed next to the condominium owners' swimming pool would more than likely create a considerable uproar over the project. These are some concerns that will have to be addressed by the district as this access point is considered for future development.

The district is also planning measures which should solve any difficulties with access through the Wildlife Conservation Board parcel. The district feels that through proper scheduling and control of the adjacent facilities,

neither will provide a conflict for the other. Peak uses of each facility will occur at separate times of the day, and a staffed entrance station will ensure proper control. It is also believed that parking areas on each site will benefit the other facility, providing overflow parking during peak use of one area while the other is receiving low use.

The entrance road to the WCB parcel and consequently to the project site is owned by the United States Coast Guard, which also uses the road as access to its own property just to the east. The district has maintained this road over the years, in cooperation with the coast guard, for mutual benefit. The state parks and recreation staff has directed the district to negotiate for an addendum to the district's existing easement with the coast guard. This would provide for additional use of the roadway to accommodate park traffic. The district is well on its way to accomplishing this.

The Public Utility District does not desire to create a situation in which its recreation patrons (fishing, boating, ballplaying or otherwise) will have a poor experience and one which will reflect negatively on the district, the State Department of Parks and Recreation, or the Wildlife Conservation Board. Thus, the district has given careful consideration to the impacts of using this traveled way as access to both the WCB property and the project site. From all planning aspects, this appears to be the most logical approach, if there is to be a project. Realistically, the district is on the front end of the operation of both parcels, and is the first to receive comments from the public. The district effectively operates more than 125 acres of high-use parkland and facilities, and believes it will operate these adjacent properties with an extreme amount of care and concern.

#### Use of Star Harbor Channel

The delineation and use of Star Harbor Channel was an issue that had to be taken up early in the planning process. The property boundary line runs generally through the center of the channel until it reaches the mouth at Lake Tahoe. At this point the boundary line leaves the channel and cuts across the property to the east, leaving the state without access to the otherwise common channel. (See site plan)

It should also be noted that the Star Harbor property owners have used this channel since the early 1970s for their personal boats. As former owners of the project site, they constructed several boat slips on the north side of the Star Harbor channel. When the state purchased the property, it neglected to remove these boat slips, which are now on state park property.

In an effort to clear up these problem areas and provide for compatible use of the common channel, the district met with the Star Harbor Property Owners' Association. An agreement was proposed which would be beneficial to all parties. The significant details of this agreement are outlined below;

1. The association gives the district and its affiliated government agencies full and unencumbered use of the association's waterway access to Lake Tahoe.

2. The district, the association, and other users will participate on an as-needed basis in the dredging of the common channel for boat ingress and egress, subject to written agreements between participating parties.
3. The district and the association will participate in the formation of a revegetation plan for planting and maintenance of trees and shrubs along the north boundary of Star Harbor channel. The approved plan will be funded by the association.
4. The district will allow the association continued use of the boat slips on the north side of the channel. The association must provide acceptable care and maintenance of these structures and the waterway itself.
5. The association must maintain in full force and effect, during the term of the agreement, proper liability insurance coverage naming both the district and the State of California as additional insureds.

Because of the narrowness and shallow depth of the Star Harbor channel, it is considered to be in the best interest of all organizations to restrict public use of the channel. This would also seem consistent if a governmental moorage is established in the east channel at some future date. Public boating access to the Star Harbor channel is not operationally feasible.

The above agreement and arrangement was reviewed on site with the state parks and recreation Sierra Area Manager, who indicated concurrence. In April 1980, the draft agreement was forwarded to state parks and recreation staff in Sacramento for review and comment.

#### Naming of Park Site

In February 1981, the Tahoe City Public Utility District Board of Directors passed the following resolution requesting that eventual park development at Star Harbor be named Robert Pomin Park. Pomin's family members settled in Lake Tahoe in 1862, and have always been strong contributors to the community. Pomin was on the Board of Directors of the district for sixteen years, but was forced to retire September 30, 1980, because of terminal illness. It was because of this illness that the seemingly premature honoring of Pomin occurred. Because of Pomin's dedication, interest, and contribution to the youth and the entire community, it seems appropriate to dedicate the park as "Robert Pomin Park".

The district asks that consideration be given to this request as part of the General Plan process. If approved, the district will accept responsibility for having the site properly signed in accordance with normal state parks and recreation requirements.

## OPERATIONS ELEMENT

The Star Harbor Parcel will be operated by the Tahoe City Public Utility District in accordance with its long-term management agreement with the State Department of Parks and Recreation.

## ENVIRONMENTAL IMPACT ELEMENT

### Introductory Note

This General Plan (including the Environmental Impact Element) is a report on the project for the purposes of the California Environmental Quality Act. The General Plan lists the management policies and development plans proposed for the Star Harbor Parcel of Tahoe State Recreation Area. The Environmental Impact Element analyzes the potential environmental impact of these policies and plans. The purpose of this element is to assess and report the impacts of the proposed development and management plans on the environment. Because elements of this General Plan are broad in nature, the Draft EIE is a broad, general assessment.

The Draft Environmental Impact Element was prepared according to the amended mandates of the California Environmental Quality Act, which call for an objective description of the proposed project and its environmental consequences. Pursuant to the Public Resources Code, Section 5002.2.a., and the California Administrative Code, Section 15147, and to avoid needless repetition, this Environmental Impact Element incorporates by reference all information contained in the preceding elements of this plan.

This EIE was drafted in conjunction with and through the assistance of numerous agencies including the State Departments of Parks and Recreation and Fish and Game, the Tahoe Regional Planning Agency, the California Tahoe Regional Planning Agency, the Lahontan Regional Water Quality Control Board, and Placer County. Throughout the planning process, a continuing analysis of possible impacts was made. The draft EIE was written and compiled with the idea of taking a site which had been greatly human-altered, and restoring it to a functioning natural environment that the public could use and enjoy. This concept is consistent with development and management practices of both the State Department of Parks and Recreation and the Tahoe City Public Utility District.

### Project Description

The project description and location are contained in the Introduction and in the Land Use Element of this document.

### Description of Environmental Setting

#### Geology/Soils

#### Climate

#### Drainage and Hydrology

#### Water

Please refer to the Resource Element of this document for the text relating to these items.

#### Vegetation and Wildlife

The body of information on vegetation and wildlife is contained in the Resource Element of this document. However, because of the proposed nature of use for the site and its proximity to Lake Tahoe, an in-depth fertilization

plan has been established for the site. Individuals with the University of California at Davis were enlisted to prepare the study. Doctors Reisenauer, Paul, and Leonard, and Professor Day from the Division of Environmental Studies, all with extensive experience in the Tahoe Basin, collaborated on the plan. In part, the plan includes the following:

"For the proposed turf area the use of bluegrass is recommended, some species of which are native to meadows in the basin. Intermixture with white clover would be desirable because it fixes atmospheric nitrogen and would help to alleviate the need to apply nitrogen fertilizer to the turf. An alternative would be a low-cost lawn mix that includes red fescue. Addition of clover would be advisable in this mix as well. Rye grasses are not appropriate for Tahoe soils and climate.

Fertilization will definitely be necessary for the establishment of the lawn in the first growing season and thereafter with less intensity for maintenance of a turf capable of holding up under heavy recreational use. In the absence of information on the chemical status of the dredge materials on which the turf will be planted, reasonable assumptions can be made about nutrient needs based upon general knowledge of basin soils. Nitrogen, phosphorus, and sulfur are the elements most likely to be in low amounts. These should be supplied in the form of ammonium, orthophosphate, and sulfate, respectively. A commercially available 16-30-0-(N-P-K) fertilizer with the nitrogen provided as ammonium sulfate would be suitable. There should be no need for potassium.

A vital objective in the overall project is to minimize the migration of fertilizer nutrients, especially nitrogen, into the subsurface waters and then into the adjacent stream and lake waters. Field observations by Tahoe City Public Utility District personnel have revealed that percolation into the fill material is slow. Proportions of silt and clay seem to be high and appreciable amounts of organic material are mixed throughout the dredge spoils, a composition to be expected given the origin of the material. The irrigation schedule that accompanies the fertilizer application is the key to keeping the nutrients in the root zone of the grasses. Over-watering must be avoided. Because of variability in soil conditions and uncertainty about other factors that will influence turf quality and durability, the fertilization and irrigation schedules will have to be determined empirically. An initial application rate of fertilizer of 1/4 pound/1000 sq. ft. of lawn area (about 10 pound/acre) with frequent, light irrigation is recommended. Given the estimated evapotranspiration rate for Tahoe summer conditions of about 0.2 inches of water per day, the objective is to supply about that amount only to the lawn just to prevent drying of the root zone and to avoid downward percolation of excess irrigation water.

Subsequent fertilizer applications should be at the rate of about 1/8 pound/1000 sq. ft. on an appropriate monthly basis. The condition of the grass will have to be monitored carefully for signs of wilting and/or yellowing (chlorosis, indicative of nitrogen deficiency). If yellowing occurs then adjustments in either the rate of fertilizer application or watering will have to be made. Over-watering will carry nutrients below the root zone of the grasses and thus decrease the effectiveness of the fertilization. An independent check of watering effectiveness can be made periodically by taking small soil cores to determine the depth of water penetration.

Slow-release fertilizers are not recommended for this turf project because they are not amenable to the development of a carefully controlled program of turf management, given the water quality constraints of the site, as are more standard types of fertilizer as described above. The expense of slow-release types is also much greater.

Restoration of the remaining areas of the site with grasses and native vegetation in and adjacent to the stream environment zone will probably require an initial light fertilization to assure the successful establishment of the plants. For individual shrub plants, the use of slow-release fertilizer would be acceptable if confined just to each planting site. Some form of hydro-seeding and mulching can be used for grass planting. An appropriate fertilizer admixture will have to be determined. Little or no irrigation should be necessary after establishment, especially on the wetter sites that have not been covered with fill."

The total fertilization and irrigation plan will be reviewed in more detail by university and district staff as plans for project development become more firm.

#### Erosion Control

#### Stream Environment Zone Restoration

These two items are covered in detail in the Land Use Element under "Proposed Development".

#### Air and Noise Quality

During project construction, there would be temporary and negligible amounts of vehicle emissions and dust generation due to operation of heavy equipment and trucks. Minor secondary impacts due to the project would be automobile emissions from cars arriving and departing from the area. Although it is difficult to quantify at this time, it is not expected to have a detectable effect on the Tahoe Basin air quality.

The most prominent noise emitter in the study area is traffic along Highway 28. However, due to the distance to Highway 28 (400+ feet), ambient noise levels are considerably below nuisance levels. At an estimated average daily traffic volume of 9,800 automobiles and assuming peak-hour traffic amounts for eight percent of the total daily traffic, average noise levels on-site due to peak-hour traffic (785 vehicles per hour) should range from 40 to 46 dBA anywhere on the site.

Construction of the project would temporarily increase background noise levels in the study area due to operation of equipment. Typically, this type of equipment raises noise levels to 70 to 90 dBA at a distance of 50 feet. While this is quite high when close to the equipment, it is not considered significant due to the temporary nature and natural attenuation over the distance to existing residences.

During the post-construction phase of the project, noise emissions would be limited to those associated with game activities in the outdoor play area and a minor increase in traffic on Highway 28 and on the access road to the site. It is not expected that either noise source would reach nuisance levels. Noise would be limited to daytime hours; the facility will be for day use only.

#### Land Use

In March 1980, the Star Harbor Parcel was rezoned by Placer County from Low Density Multiple Residential to Open Space and Water Influence.

#### Transportation

The fact that the site is central to most north shore activity areas and patrons suggests there are several alternate means of transportation available. The Tahoe Area Regional Transit System has a designated stop within 400 feet of the site. The district will encourage use of the system by constructing a bus shelter at this location, in conjunction with the project development. The district's network of bicycle trails already serves the project site. Both modes of transportation have already proven quite popular in the Tahoe Basin. The nature of proposed use of the site also lends itself to carpooling, which should reduce vehicle trips.

It is approximated that a maximum of eighty trip ends per weekday and 240 trips on weekends will be generated to the site. This may not mean additional vehicle trips for the North Lake Tahoe area in general. Many of the activities planned for this site are currently being held at less suitable and less central locations, and are already requiring vehicle trips. Traffic will reach its peak in May and June and again in September and October due to the seasonal nature of youth sporting events. Vehicle trips during winter months will be almost nonexistent.

## Social Impacts

The social impacts of the project occur on two levels. The first level is that of the surrounding property owners. Steps have been taken to plan activity areas on the site to the north and east where they are compatible with existing uses. Installation of natural buffer zones through plantings also serves to keep noise and distractions to a minimum. Another mitigating measure is that activities will be limited to day use only, with no noise or lighting to interrupt the evening solitude. For these reasons, as well as the obvious upgrading the site will undergo, most adjacent property owners have given their support to this project.

The second level is more community-wide in nature. This site has long been the overwhelming choice of local residents for such a development. For years, the Tahoe City area has been in need of flat, open space for youth recreation activities. This site is realistically the last feasible remaining one of its kind in this locale. Tremendous community support has been generated for development of this site for this purpose. Pledges of volunteer labor and donations of plant materials have been numerous.

## Significant Environmental Effects of the Proposed Project

There are certain environmental effects that will occur at the project site after its completion, just as there will be certain affects if the "no project" alternative is taken. The impacts of bringing recreational visitors to a new site will be felt in some increased traffic and noise levels. But if the land is left untouched, other environmental problems will continue -- head cutting of streams, siltation into Lake Tahoe, and the disruption of natural stream environment zones.

It is apparent that no agency will provide funds to totally restore the area to its natural condition of predevelopment days. If one did, it would deprive many present-day recreationists from enjoying the site as a well-maintained day use area. The environmentally sound approach appears to be for sensible restoration and revegetation of the site by the local park and recreation agency for the use and enjoyment of community and statewide parkgoers.

## Significant Environmental Effects Which Cannot Be Avoided if the Proposal is Implemented

There are no significant, unavoidable environmental effects should this plan be implemented.

## Mitigation Measures Proposed to Eliminate or Minimize the Significant Effects

There are no significant environmental effects that warrant minimizing and mitigating.

### Alternatives to the Proposed Project

The "no project" alternative would continue environmental problems as they now exist, and would probably diminish the Public Utility District's interest in maintaining the operating agreement with the state. The alternative to return the site completely to its natural state is a sound one, but may not be the most feasible nor the most desirable one.

### The Relationship Between Local Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity

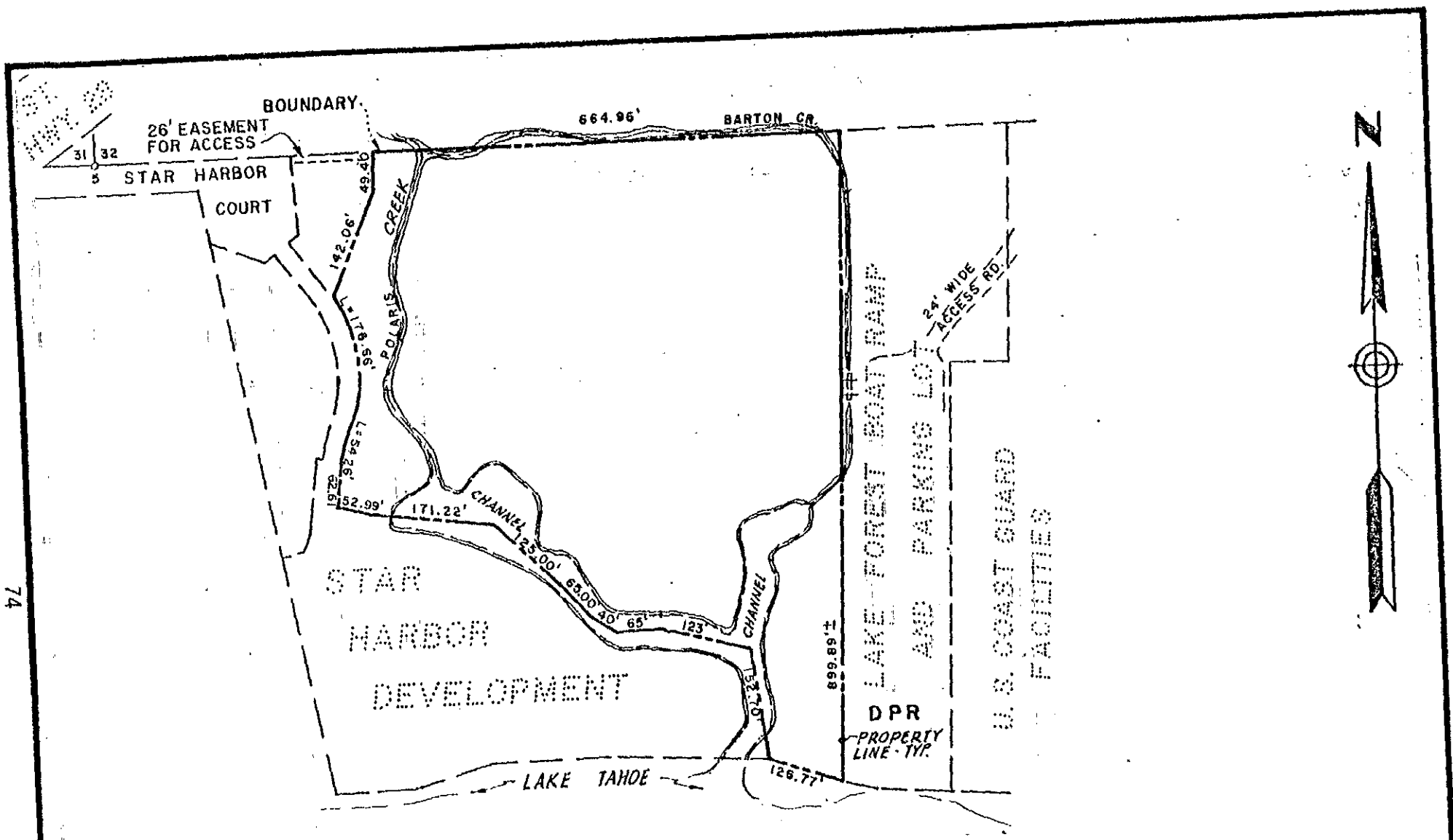
The relationship between the local short-term uses of the Star Harbor site and its proposed long-term productivity is complementary. Restoration provides for long-term productivity of the parcel by enhancing its short-term use.

### Significant Irreversible Environmental Changes Which Would Be Involved in the Proposed Action Should it be Implemented

There are no significant irreversible environmental changes that would occur if the preferred plan or its alternatives are implemented. If future demands or environmental priorities change, and this site is deemed more suitable for some other use, the site and its resources will not have been significantly altered by implementing the general plan.

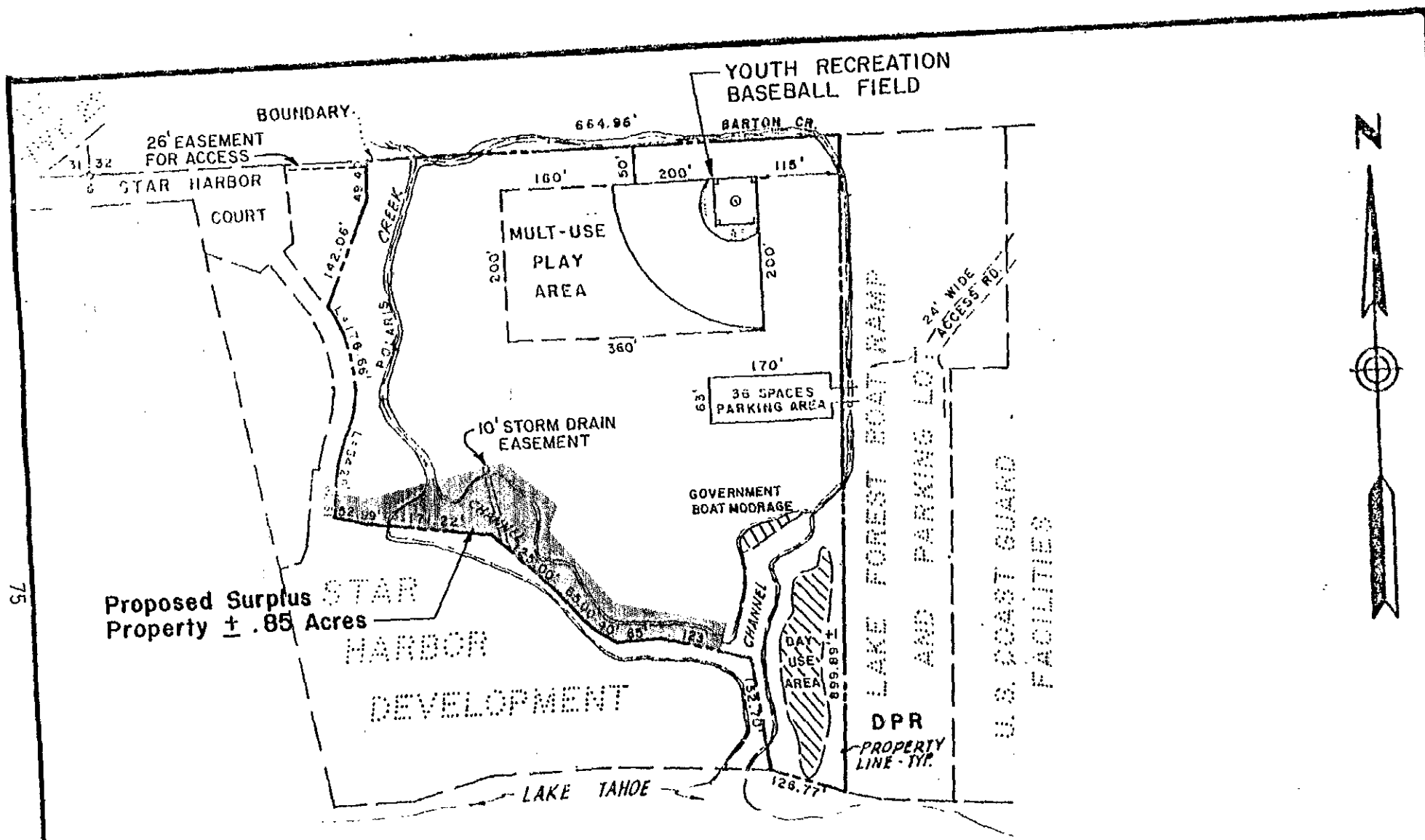
### Growth-inducing Impacts of the Proposed Project

Implementation of the plan will not cause any growth-inducing impacts.



# STAR HARBOR PARCEL (EXISTING)

<p><b>Tahoe City Public Utility District</b></p>	<p>SCALE :</p>	<p>CHECKED BY</p>	<p>APPROVED</p>
	<p>DATE :</p>	<p>DRWG. NO.</p>	
	<p>DRAWN BY:</p>	<p>CHIEF ENGINEER R.C.E.</p>	



# STAR HARBOR PARCEL (PROPOSED)

Tahoe City Public  
Utility District

SCALE: 1" = 200'

DATE:

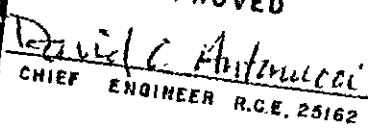
DRAWN BY: R.D.A.

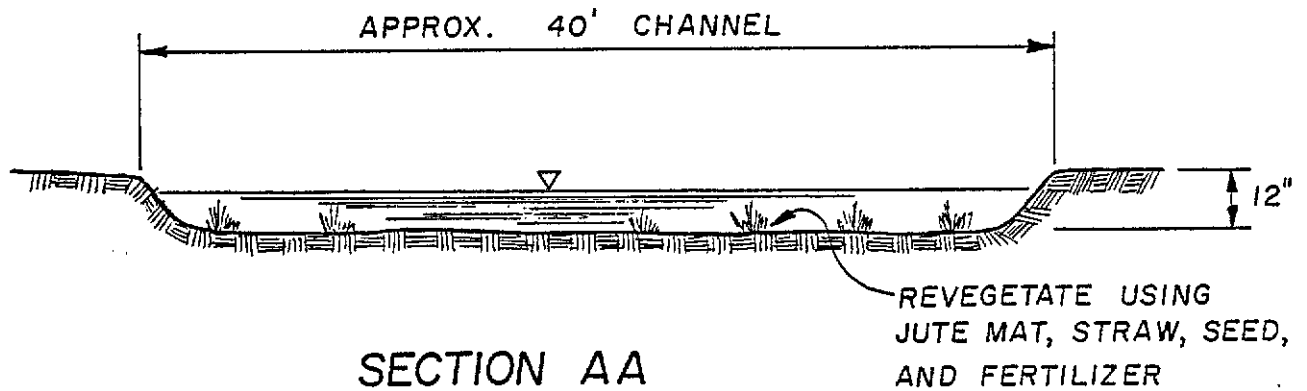
CHECKED BY

DRWG. NO.

APPROVED

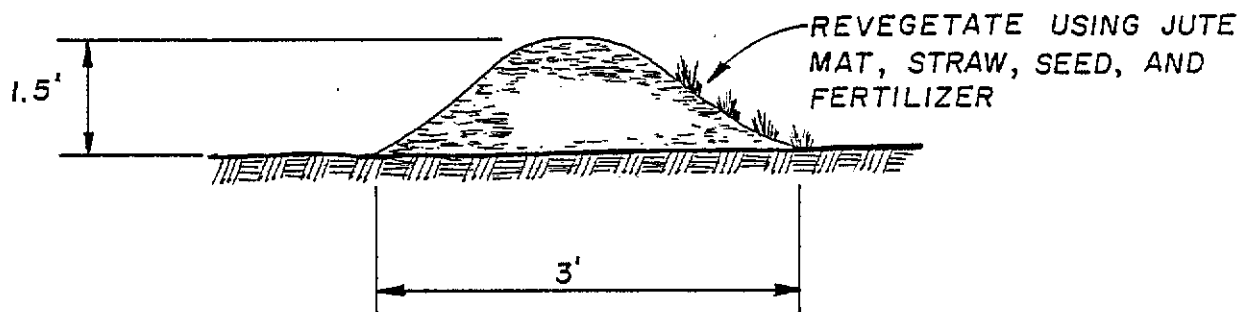
*Daniel C. Antonucci*





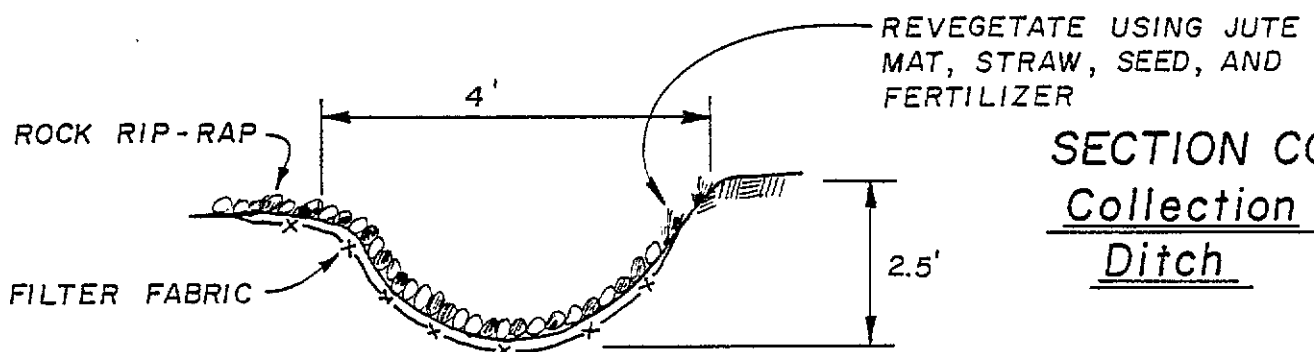
### SECTION AA

### Artificial S.E.Z. Channel



### SECTION BB

### Diversion Berm



### SECTION CC

### Collection

### Ditch

FIGURE 2

**Tahoe City Public  
Utility District**

SCALE:  
N.T.S.

DRAWN BY:  
R.D.A.

APPROVED

DATE:  
FEB. 1981

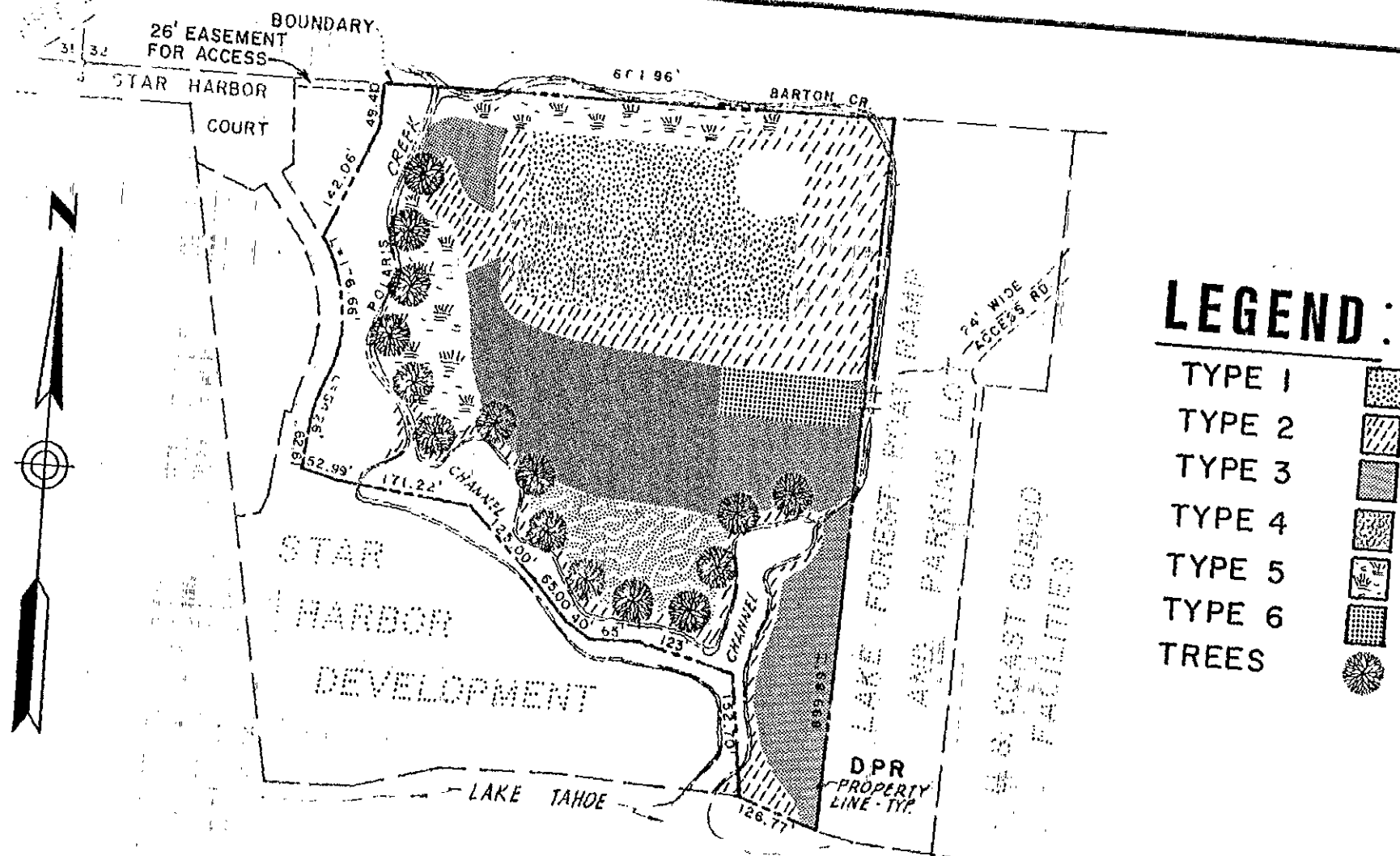
CHECKED BY:  
D.A.

CHIEF ENGINEER R.C.E. 25162

DRWG. NO. 81-09-R

78

FIGURE 3



# STAR HARBOR PARCEL REVEGETATION

Tahoe City Public  
Utility District

SCALE :

DATE :

DRAWN BY :

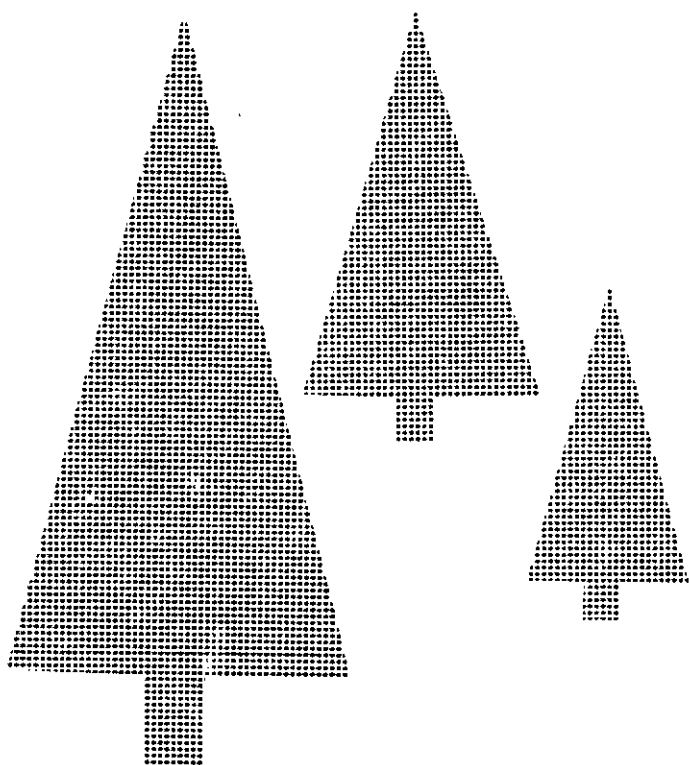
CHECKED BY

DRWG. NO.

APPROVED

CHIEF ENGINEER R.C.E.

***TRUCKEE RIVER  
OUTLET PARCEL***



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# TRUCKEE RIVER OUTLET GENERAL PLAN

## INTRODUCTION

### Purpose of Plan

A comprehensive plan for the Truckee River Outlet Parcel is needed for the following reasons:

- A) To restore and maintain one of Lake Tahoe's significant historical sites.
- B) To ensure that visitors to the site will be able to use it for passive recreation experiences with continued access to Lake Tahoe.
- C) To plan for the site's sensible development and management in a way that is compatible with surrounding commercial property and recreation areas.

This plan provides general guidelines for development and management of the Truckee River Outlet Parcel in accordance with the proposed management agreement between the State Department of Parks and Recreation and the Tahoe City Public Utility District for operation of the site. While the plan is a comprehensive planning document, it must also be a flexible planning tool. These recommendations are guidelines, to be continually evaluated.

### Project Description

The Tahoe City Public Utility District serves the northwest portion of Lake Tahoe, spanning from Emerald Bay on the west shore to Dollar Point on the north shore. The Truckee River Outlet property is located on the west shore of Lake Tahoe, in the community of Tahoe City. It consists of 3.3 acres in two parcels on the north and south banks of the Truckee River, between State Highway 89 and the lake shore.

The north parcel (0.6 acre) has a commercial building on long-term lease adjacent to Highway 89, and remains undeveloped from this building to the lake shore.

The south and larger parcel (2.7 acres) has a commercial building on long-term lease adjacent to the highway. It contains a replica of a historic structure, a dirt parking area, a stand of large Jeffrey pine trees, and approximately 600 feet of shoreline. About one-half of the site is undeveloped.

### Historical Background

The Truckee River Outlet site is of considerable historic significance. In the summer of 1861, John McDonald from Sacramento built a small log cabin at the outlet, tacking a sign to his front door that read "The Outlet Station." McDonald was the first man of record to settle at the headwaters of the Truckee River.

Seven years later, Jeremiah Hurley and Prentiss Pringle established their Tahoe Fishery. They raised pan-sized trout, and charged visitors 25 cents each to watch the flashing of the silversides at feeding time.

In 1870, Mark Hopkins and Leland Stanford, heads of the Donner Lumber and Boom Company, were authorized by the California Legislature to construct a dam on the Truckee River at Lake Tahoe's outlet. The lumber and stone crib dam was used to help float logs and cord wood to sawmills on the lower Truckee River.

Around 1880, the dam and sawmill were sold to the Floristan Paper Company, which converted the sawmill to a pulp mill and used the dam as a hydromechanical power source.

Around 1900, the Truckee River General Electric Company purchased the dam, turning the pulp mill-hydromechanical power source into a hydroelectric generating plant. By this time, agriculture was firmly established downstream, and visitor use of Lake Tahoe was significantly increasing. As the water interests of the lake users polarized with the interests of the downstream users, a "water war" resulted. Downstream users demanded storage of water in Lake Tahoe during winter and spring to keep their land from flooding. Lakeshore users demanded release of water down the Truckee River so their land would not flood. The "water war" continued until the snow surveying methods of Dr. James E. Church, Jr. were used to predict and better regulate water levels in the lake and the river.

By 1909, this old dam had become obsolete and too costly to operate. The concrete replacement, which was built during this period and raised the lake six feet above its natural rim, exists today. The federal Bureau of Reclamation assumed operation of the dam's gates in 1915, after a court order decreed the criteria for operation of the dam.

The gatekeeper's log cabin was completed in the spring of 1909, to house the dam's gate-tender and family. The cabin was built by Arthur Smith, who was assisted by Robert Watson of Tahoe City. The timber used to construct the house came from the Tahoe City area. At the suggestion of the Placer County Board of Supervisors and with nomination by the National Park Service, the gatekeeper's log house and site were entered in the National Register of Historic Places December 13, 1972. The cabin burned down in 1978, and a replica is currently being constructed on the site by the North Lake Tahoe Historical Society.

Also of note is the small trailer park that was constructed on the site in the late 1940s. This park was in operation until the early 1960s, and the paved loop road for the trailer sites is still visible today.

The parcel was purchased by the State Department of Parks and Recreation from the Sierra Pacific Power Company in October 1978, for \$272,400.00. Although the Tahoe City dam will remain in the possession of the United States Government and under the operation of the Bureau of Reclamation, the gatekeeper's log cabin and site are part of the proposed project.

## Public Involvement

Public concerns for protection of the environment of the Lake Tahoe area have a longstanding history. Before the turn of the century, controversy arose over the control and diversion of lake waters for municipal, agricultural, and recreational purposes. Over the past 100 years, great environmental concern has been given to the consequences of fluctuating lake levels.

Running battles ensued between Tahoe City residents and logging interests throughout the early portion of the 1900s as to the amounts of water that should be allowed to flow into the Truckee River. According to legend, self-appointed guards, made up of prominent local citizens, stationed themselves at the outlet gates to ward off vigilantes who might try to open the gates, or worse yet, blow up the dam.

In 1924, formal emergency measures were taken when water would not flow through the outlet gates because the lake was too low. Emergency pumping commenced in August and continued for three months. On December 1, 1924, the lake level stood at 6,222.88 feet, close to its recorded all-time low.

Throughout the parcel's history, it has been a favorite location for various public activities. The dam and Truckee River bridge were often focal points in the community. They were common meeting places in the summer sun, and the surrounding grounds also provided space for fishing, mercantile, and boating activities.

In recent years, the North Lake Tahoe Historical Society has undertaken efforts to collect artifacts connected with the site. A reconstruction of the gatekeeper's log cabin is underway; it will be used as a museum when completed. Many local residents are storing valuable historical items and relics to be displayed in the museum. The cabin is being reconstructed solely by donated funds, and is near completion.

## RESOURCE ELEMENT

### Evaluation

To be included in the State Park System, a historical building or site must preserve and interpret some highly significant evidence of California's history. Historic preservation projects should contain the best examples of the aspect of history they are to portray, and should not duplicate similar examples already protected in the system. Furthermore, they should be located where they will receive the greatest public exposure. Where possible, the building preserved should be in its historical setting. Although the reconstructed log cabin is not the original building itself, sincere efforts have been made to ensure that it is as close to the old structure as possible. Because of the devastating fire, only the concrete foundation could be retained and used; however, construction methods being used are almost identical to those practiced when the cabin was originally built in 1909.

The historic nature of the site and its prominence in relation to downtown Tahoe City lends credibility to the importance for its preservation.

### Cultural Resources

#### Archeological

It is well known that the Truckee River was used by the Washoe Indians as a main route of travel from the Truckee Meadows to summer camps on the lake. There is no known prehistoric site on the project area. The Washoe did not use the area for fishing, and named it "dauby Odu' E" (translated, "running over"). The famous Washoe basket maker Dat-So-La-Le camped on the north side of the outlet during the summer months, and made her baskets.

#### Aesthetic and Scenic Values

The Truckee River outlet has been extensively altered by human activity, however, it does provide public access to a potentially heavily used scenic area.

Entering the site from Highway 89 on the west, visitors will walk through a fine stand of Jeffrey pine bordered by riparian growth to the north and east. To the east, beyond the riparian trees and shrubs, a gravel beach provides views of Lake Tahoe. To the north, the lake's outlet and outlet dam can be seen.

Two primary factors detract from the scenic value of this site. It has been extensively altered by man leaving no ground cover in the Jeffrey pine stand, and it is surrounded on three sides by commercial development.

## Natural Resources

### Geology and Soils

The project site lies at the head of Lake Tahoe's only outlet, the Truckee River. The bedrock underlying the site is composed of Quaternary Late flows associated with the "Lousetown Formation". These flows, along with mudflow deposits, form a huge volcanic pile that dams the northern end of Lake Tahoe. The youngest of these flows has been dated at approximately 2 million years. Recent (less than 1 million years) lake deposits overlie the volcanic rocks in this area. These deposits resulted from higher lake levels during glacial times.

The Tahoe Basin was formed from block faulting occurring over the past several million years. The Tahoe fault, which trends northwest-southeast along the west side of the basin, passes approximately 2 miles west of the project site. No seismic events have originated near the project site in historic times. The Tahoe region has experienced substantial seismic activity during historic times, and intermittent earthquakes will most likely continue to be felt in the future.

The soil occupying this area is a gravelly alluvium, only slightly sloping. It is characterized by poor drainage and moderate permeability.

### Drainage and Hydrology

Within the Tahoe Basin, hydrology is a function of climate and topography. The lake surface varies from a level of 6,223 to 6,229 feet, depending on the quantity of runoff inflow and on the operation of the gates at the Tahoe City dam. Runoff carries sediments, dissolved minerals, organic litter and nutrients, and substances high in nitrogen and iron through the watershed drainage. Within the natural ecosystem, most sediments, nutrients, and litter are filtered and incorporated into the soil before the runoff enters the lake. Urbanization, soil disturbances, impervious surface coverage, and increased surface water runoff increase turbidity and algae growth, which increases lake eutrophication. The Truckee River Outlet Parcel is predominantly an impervious surface area. This fact, in conjunction with the subject area's location at the headwaters of the Truckee River (contiguous with the urbanized area of the north shore) suggests the importance of understanding this ecological/hydrological system for appropriate management.

### Vegetation and Wildlife

The project area contains two plant communities: mixed coniferous forest and riparian thicket. No rare or endangered species have been identified.

1. The mixed coniferous forest contains a stand of 2 to 3-foot-diameter Jeffrey pine, with lesser numbers of white fir. Due to human activity on the site, the ground covering plants have been almost completely eliminated.

Plants found:

Jeffrey Pine	<i>Pinus jeffreyi</i>
White Fir	<i>Abies concolor</i>
Incense Cedar	<i>Calocedrus decurrens</i>
Lodgepole Pine	<i>Pinus contorta</i>

2. The riparian thicket borders the stand of conifers to the north and east, separating them from the shoreline. This community also occupies the small parcel on the north side of the Truckee River.

The common plants found in this community are:

Trees:

Black Cottonwood	<i>Populus trichocarpa</i>
Creek Dogwood	<i>Cornus stolonifera</i>
Lemon Willow	<i>Salix lemmonii</i>

Shrubs:

Greenleaf Manzanita	<i>Arcostaphylos patula</i>
Squaw Carpet	<i>Ceanothus prostratus</i>
Mountain Whitethorn	<i>Ceanothus cordulatus</i>
Tobacco Brush	<i>Ceanothus velutina</i>
Sierra Gooseberry	<i>Ribes roezlii</i>
Mountain Rose	<i>Rosa woodsii</i>

Grasses/Sedges/Herbs:

Sedge	<i>Carex</i> sp.
Cinquefoil	<i>Potentilla glandulosa</i>
Alpine Clover	<i>Trifolium longipes</i>
Parsely Family	<i>Umbellifera</i> sp.
Sheep Sorrel	<i>Rumex acetosella</i>
Dock	<i>Rumex</i> sp.
Mint Family	Labiatae
Common Mullein	<i>Verbascum thapsis</i>
Willow Herb	<i>Epilobium</i> sp.
Mustard Family	<i>Crucifera</i> sp.
Timothy Tribe	<i>Stipa</i> sp.
Timothy Tribe	<i>Agrostis</i> sp.
Fescue Tribe	<i>Poa</i> sp.
Sunflower Family	Compositae sp.

Animal life at the project site is limited due to its close proximity to a highly developed area, past development on the sight, and current public use.

Common animals that may be found on the site include:

- Douglas squirrel
- Golden-mantled ground squirrel
- Deer mouse
- Chipmunk
- Oregon Junco
- Mountain Chickadee
- American Coot
- California Gull
- Common merganser
- Stellars Jay

Other small animals, including migratory birds that can occupy a highly developed area, use the site.

#### Climatic Features

Tahoe City, like the Tahoe Basin in general, has warm, dry summers and cool, wet winters. The average annual precipitation is 30 to 40 inches, with 75 to 80 percent in the form of snow (200-300 inches). Average summer temperatures are 75 to 85 degrees during the day and 30 to 40 degrees at night. Average winter temperatures range from 35 to 40 degrees during the day and 15 to 20 degrees at night.

#### Recreation Resources

The project site is essentially undeveloped and not well known by Lake Tahoe visitors; therefore, visitor use, other than local residents, is low. It has significant potential for visitor use. The existing dirt parking area could accommodate 20 to 30 vehicles; possible uses would include picnicking, swimming, fishing, and visiting the gatekeeper's cabin. Its central location would make it a logical site for dispensing visitor information.

In recent years, the site has been used for special events such as the Tahoe City Loggers Olympics, an event sponsored by the local Optimist Club, and fundraising activities by the North Lake Tahoe Historical Society.

#### Management

##### Declaration of Purpose

The primary objective in acquiring the Truckee River Outlet Parcel was for restoration and maintenance of one of Lake Tahoe's significant historical sites. Another benefit of this acquisition is to ensure the public's continued use of the property and access to the Lake Tahoe shoreline.

Subsequent development will open this area to the public for specific regional recreation uses. Development of facilities should be restricted to areas already highly modified by past human activities and where natural values will not be affected. In addition, sections of little disturbance or highly sensitive areas should be preserved, and increased vegetation encouraged.

### Declaration of Management Policy

A proposed management agreement between the state and the district was drafted in 1980 for implementation, pending preparation of a general plan. This management agreement was tied to a development agreement, drafted concurrently, which provides funds for improvements to the parking area.

On acceptance of the General Plan and execution of the agreements, the improvements to the site will be carried out under the terms specified, through close coordination with state parks and recreation staff.

## LAND USE ELEMENT

Most of the parcel receives very little use, considering its proximity to downtown Tahoe City. This is probably due to the fact the majority of the property is surrounded by a fence, and has been private until recently.

The dirt parking area generates the most use, serving neighboring commercial and recreation activities. The park interior is an ideal secluded setting for a picnic or place to rest and watch the lake. There are occasional uses of this type. Several times throughout the year, the site accommodates a major community event.

### Ongoing Site Operation

Since the site was purchased by the state in 1978, the Public Utility District has maintained and operated the property on a good-faith basis pending implementation of the management and development agreements.

A certain amount of site restoration and environmental protection has been performed by district staff. At one point, the Youth Conservation Corps from Sugar Pine Point State Park also participated in the restoration. These activities have been carried out to not only enhance the site for recreational visitors but, more important, to retain the natural beauty of the area. Some of these maintenance-type activities have included:

1. Removal of nonfunctional electrical boxes and lines.
2. Cleanup of fire-damaged trees.
3. Installation of auto barriers to curtail vehicle traffic into the interior of the park.
4. General site cleanup and litter control.
5. Seasonal installation of portable chemical toilets.
6. Random placement of picnic tables on the site.

### Proposed Land Use

The proposed use for the Truckee River Outlet Parcel will be for recreational and historical day use. It will provide grassy and natural open space areas for picnicking and sunning by the lake. The gatekeeper's cabin will offer subjects of historical interest. The parking area is to be renovated through a comprehensive beautification project so as to provide a suitable entrance to the facility.

### Proposed Development

Development of the site will be mainly limited to the parking and entrance area of the major 2.7-acre south parcel.

Parking improvements will include paving of the existing dirt and gravel parking facility and beautification of the general entrance to the park. Approximately 28 parking spaces will be provided.

The proposed project is needed to provide improved access to the park and museum site. At present, parking is ill-defined and haphazard. Paving will eliminate a severe erosion problem due to soil disturbance and sediment transport caused by vehicles traveling over the dusty soil surface in summer and the wet, muddy surface in winter. Because of the parking area's present condition, it often serves as a dumping ground for individuals ridding themselves of old concrete, trash, and debris. This creates an undesirable sight on the parkland.

The parking area is designed in such a way that no trees will have to be removed. Existing Jeffrey pine and white fir will be enclosed by curbing, with additional vegetation added to create a more natural setting. Through this method, a reasonable vehicle traffic flow will be established. To adequately provide safe access to the site, an easement from the Sierra Pacific Power Company for use of a small piece of undeveloped land to the southwest is necessary. The district has been consulting with state parks and recreation staff on this item.

A restaurant currently has a commercial lease until approximately the year 2000 for the building just to the north of the parking area. In the lease is the right to use a portion of the parking facility. The restaurant operator has indicated a willingness to cooperate with future development.

### Interior Park

Immediate improvements to the interior portion of the site will be limited to providing a day use picnic area near the lakefront. This will be accomplished by distribution of picnic tables in selected locations to provide secluded eating areas. Future improvements to be considered should include removal of the asphalt loop road which served the old trailer park and addition of a public comfort station.

### North Parcel

The project calls for no development of the 0.6 acre parcel on the north side of the headwaters of the Truckee River. Other than a commercial lease, the property consists of a narrow strip of land bordering the river. Maintenance of this strip will continue.

## OPERATIONS ELEMENT

If the management and development agreements are executed by the State Department of Parks and Recreation, the Tahoe City Public Utility District will operate the Truckee River Outlet Parcel under the conditions of these agreements.

## ENVIRONMENTAL IMPACT ELEMENT

### Introductory Note

This General Plan (including the Environmental Impact Element) is a report on the project for the purposes of the California Environmental Quality Act. The General Plan lists the management policies and development plans proposed for the Truckee River Outlet Parcel of Tahoe State Recreation Area. The Environmental Impact Element analyzes the potential environmental impact of these policies and plans. The purpose of this element is to assess and report the impacts of the proposed development and management plans on the environment. Because the elements of this general plan are broad in nature, the Draft EIE is a broad, general assessment.

The Draft Environmental Impact Element was prepared according to the amended mandates of the California Environmental Quality Act, which call for an objective description of the proposed project and its environmental consequences. Pursuant to the Public Resources Code, Section 5002.2.a., and the California Administrative Code, Section 15147, and to avoid needless repetition, this Environmental Impact Element incorporates by reference all information contained in the preceding elements of this plan.

This EIE was drafted in conjunction with and through the assistance of the State Department of Parks and Recreation. Throughout the planning process, a continuing analysis of possible impacts was made.

### Project Description

The project description and location are contained in the Introduction and in the Land Use Element of this document.

### Description of Environmental Setting

#### Geology/Soils

#### Climate

#### Drainage and Hydrology

#### Vegetation and Wildlife

Please refer to the Resource Element of this document for the text relating to these items.

#### Air/Noise Quality and Transportation

The entire Tahoe Basin is very susceptible to development of serious pollution problems. The major sources of air pollution in the Tahoe Basin are automobiles and windblown soils. Air pollution (hydrocarbons and total suspended particulates) are generated by emissions from autos, ash from fires, and particulates from construction sites, respectively. Measurements have showed that the total suspended particulate concentrations often exceed set standards; the ozone and carbon monoxide concentrations occasionally exceed set standards.

At present, Tahoe City is serviced by Highway 89 from the south, a two-lane roadway currently registering 9,300 average daily vehicle traffic at a point just south of the junction with Highway 28. This road is not a limited-access road, and has numerous driveways and parking facilities feeding into the highway. The theoretical capacity of a limited-access road of this size is 2,000 vehicles per peak hour. The observed capacity for this road is between 1,700 and 1,800 vehicles per hour. From the north, Highway 89, heading south from Truckee, leads to Tahoe City. This two-lane road has very few access points between Interstate 80 and the Tahoe City "Y." The capacity of this existing roadway approaches the theoretical capacity of a limited-access road of the same size. From the east, Highway 28 services Tahoe City. Existing traffic counts for this road are estimated to be 10,200 average daily vehicle traffic between the Tahoe State Recreation Area campground and the Tahoe City "Y."

Current parking setups cause numerous traffic slowdowns at peak hours. The present situation on these two highways is such that the road reaches capacity during peak conditions. The numerous traffic tieups and slowdowns contribute to the air pollution problem, and severely inhibit circulation.

Installation of the parking facility on the project may diminish certain levels of pollution. The project site is located on Highway 89 at the entrance to Tahoe City. The facility may serve as a location for visitors to stop, get their bearings, and receive visitor information, rather than driving around aimlessly.

During project construction, there would be temporary and negligible amounts of vehicle emissions and dust generation due to operation of heavy equipment and trucks. Minor secondary impacts due to the project would be automobile emissions from cars arriving and departing from the area. Although it is difficult to quantify at this time, it is not expected to have a detectable effect on the Tahoe Basin air quality.

Construction of the project would temporarily increase background noise levels in the study area due to operation of equipment. Typically, this type of equipment raises noise levels to 70 to 90 dBA at a distance of 50 feet. While this is quite high when close to the equipment, it is not considered significant due to the temporary nature and natural attenuation over the distance to existing commercial businesses.

The fact that the site is central to most north shore activity areas and patrons suggests there are several alternate means of transportation available. The Tahoe Area Regional Transit System has a designated stop within 100 feet of the site. The district's network of bicycle trails already serves the project site. Both modes of transportation have already proven quite popular in the Tahoe Basin.

### Social Impacts

The social impacts of the project appear to be positive. Preservation of the historical nature of the site seems to be a highly desirable aspect of the project, and will provide long-term benefits.

Restoration of the remainder of the parcel and subsequent improvements will serve to enhance the general community. Parking area development and beautification is viewed by the neighboring community as necessary improvements to the most visible section of the property. For full acceptance, the proposed development must be planned with continued public participation.

#### Significant Environmental Effects of the Proposed Project

The impacts of bringing recreational visitors to the site will be felt in some increased traffic and noise levels. Increased maintenance services will also be required, and environmental mitigation measures will be necessary to offset the numbers of people using the recreation area. A certain amount of this action will be necessary even if the "no project" alternative is selected because use will increase as more individuals discover the site.

#### Significant Environmental Effects Which Cannot Be Avoided if the Proposal is Implemented

There are no significant, unavoidable environmental effects should this plan be implemented.

#### Mitigation Measures Proposed to Eliminate or Minimize the Significant Effects

There are no significant environmental effects that warrant minimizing and mitigating.

#### Alternatives to the Proposed Project

The various phases for development should be considered as individual alternatives, as well as the "no project" alternative. However, if the "no project" alternative is selected, it may diminish the district's interest in participating in an operating agreement.

#### The Relationship Between Local Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity

The relationship between the local short-term uses of the Truckee River Outlet Parcel and its proposed long-term productivity is complementary. Restoration provides for long-term productivity of the site by enhancing its short-term use.

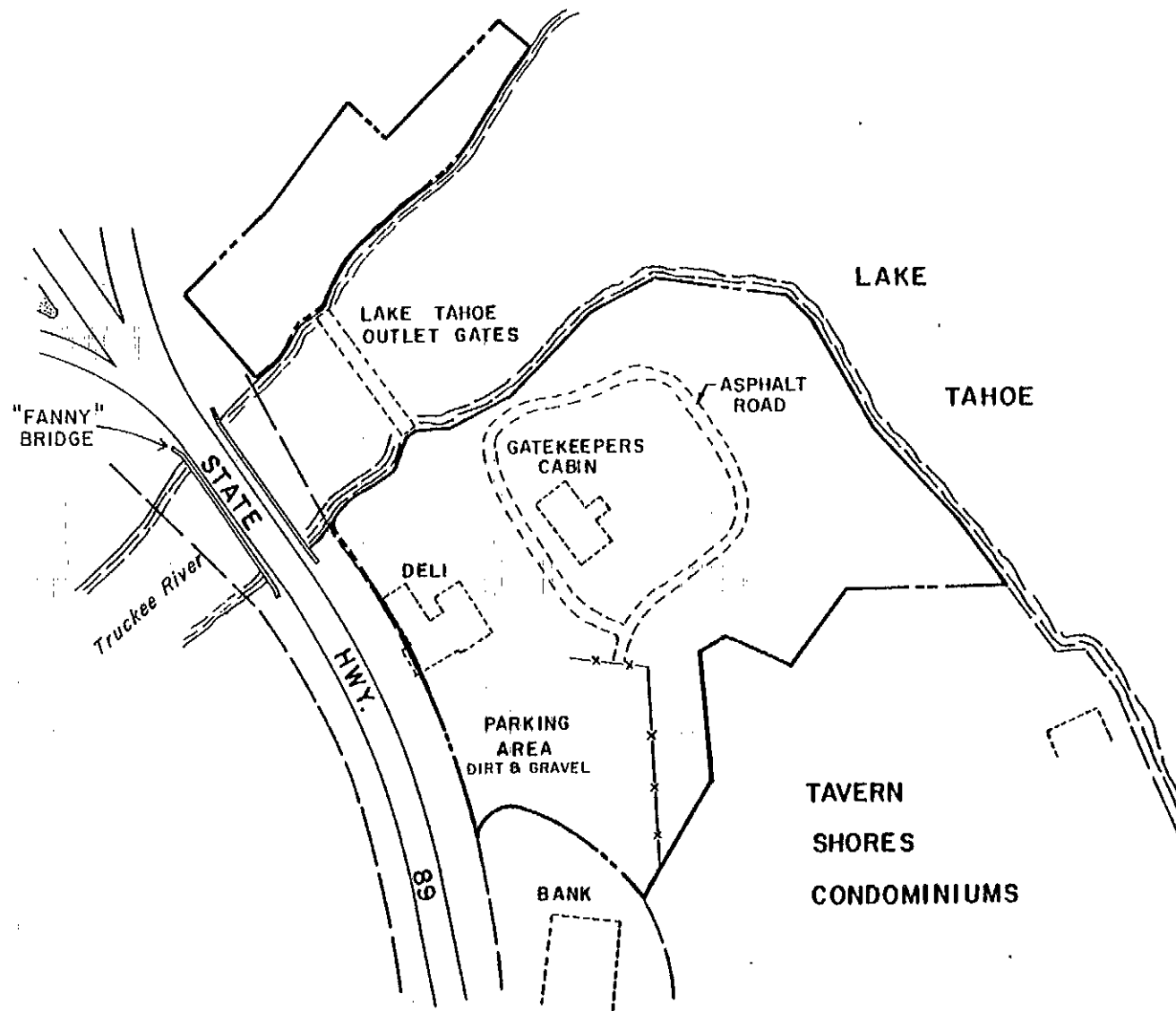
#### Significant Irreversible Environmental Changes Which Would Be Involved in the Proposed Action Should it be Implemented

There are no significant irreversible environmental changes that would occur if the preferred plan or its alternatives are implemented. If future demands of environmental priorities change, and this site is deemed more suitable for some other use, the site and its resources will not have been significantly altered by implementing the general plan.

Growth-inducing Impacts of the Proposed Project

Implementation of the plan will not cause any growth-inducing impacts.

# TRUCKEE RIVER OUTLET (EXISTING)



## GATEKEEPERS PARCEL

*Tahoe City Public  
Utility District*

SCALE: 1" = 125' ±

DATE: MARCH 1981

DRAWN BY: J.B.

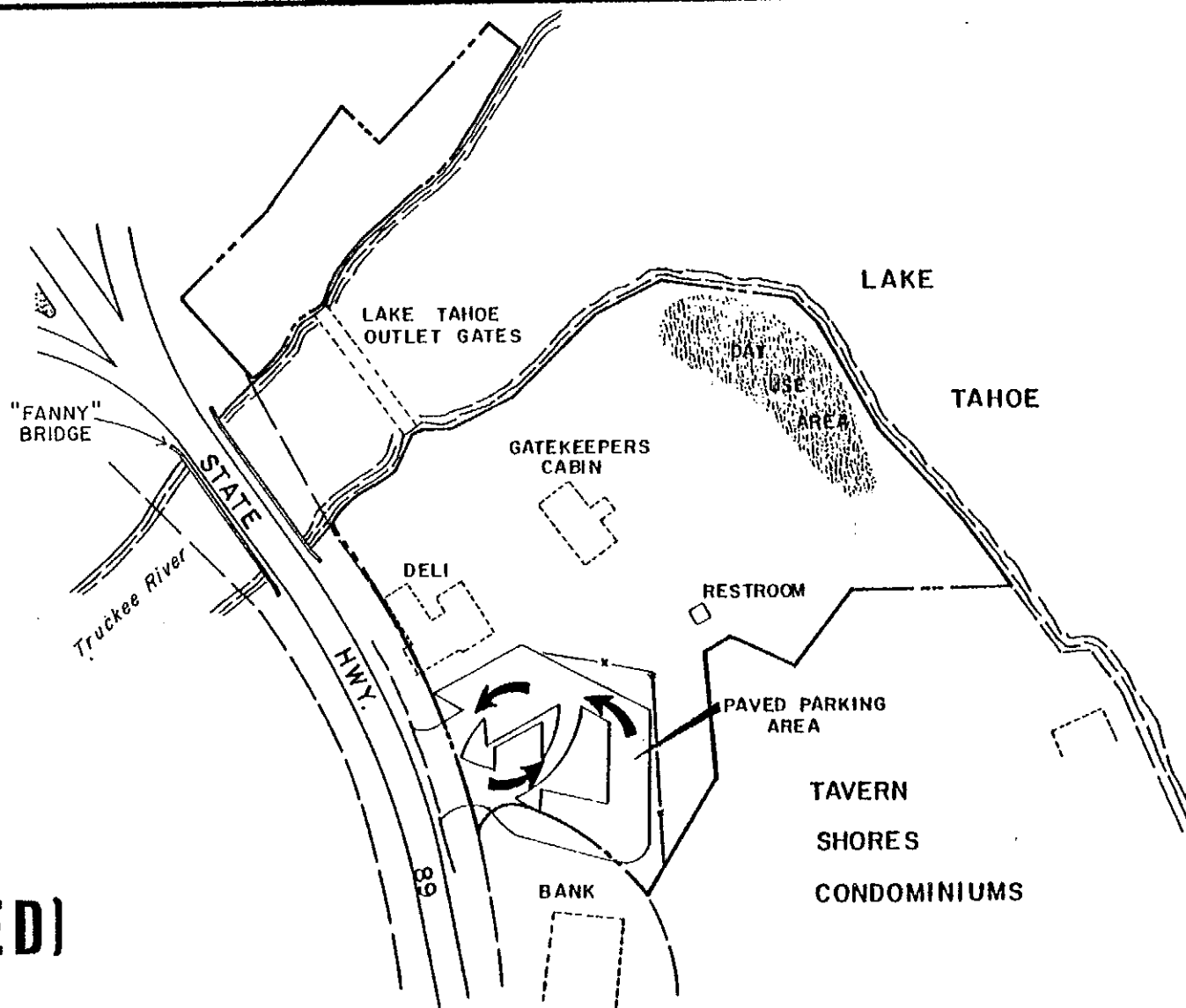
CHECKED BY

DRWG. NO.

APPROVED

CHIEF ENGINEER R.C.E. 25162

# TRUCKEE RIVER OUTLET (PROPOSED)



## GATEKEEPERS PARCEL

*Tahoe City Public  
Utility District*

SCALE: 1" = 125' ±

DATE: MARCH 1981

DRAWN BY: J.B.

CHECKED BY

DRWG. NO.

APPROVED

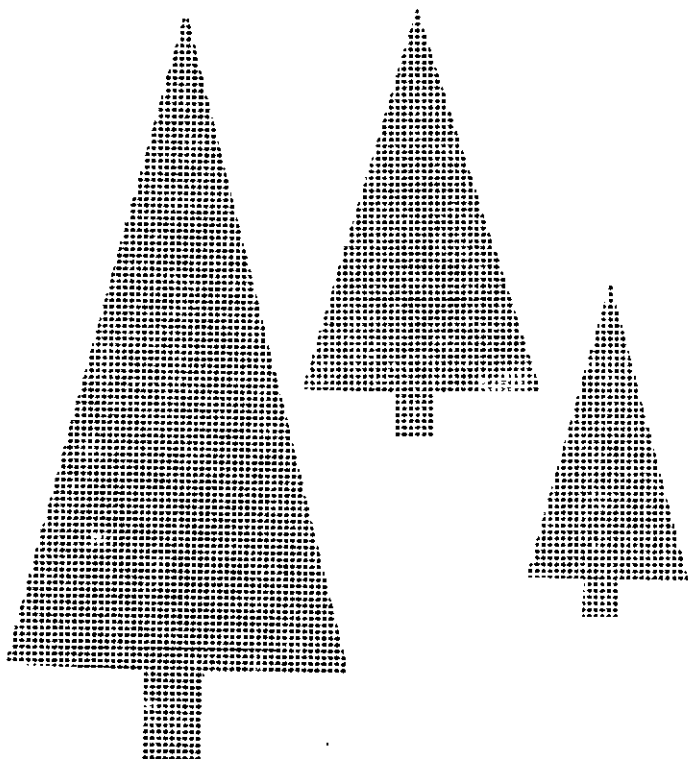
CHIEF ENGINEER R.C.E. 25/62



***REAL ESTATE SERVICES***

***PARCELS NO. 3081***

***NO. 3082***





## R.E.S. PARCELS NO. 3081 AND NO. 3082 GENERAL PLAN

### INTRODUCTION

#### Purpose of Plan

A general plan for RES parcels No. 3081 and No. 3082 is needed for the following reasons:

- A) To ensure that visitors to the site will have continued use of the open space and access to the shoreline of Lake Tahoe.
- B) To provide for care and maintenance of the property by the Tahoe City Public Utility District.
- C) To protect a potential archeological find on the site.

#### Project Description

The Tahoe City Public Utility District serves the northwest portion of Lake Tahoe, spanning from Emerald Bay on the west shore to Dollar Point on the north shore. The adjoining RES parcels are located two miles east of Tahoe City off State Highway 28, in the Lake Forest Subdivision.

The combined 5.8-acre parcels are surrounded on three sides by residential property, and on the south by Lake Tahoe. At this location, the parcels connect with the district-operated Lake Forest Beach, which runs easterly toward the Skylandia property.

#### Historical Background

The parcels are subject to the same general historical data presented for the Star Harbor and Skylandia properties. Nothing else is known about the specific site with one exception. Apparently the parcels have some prime historic significance (see Resource Element - Archeological Data), which prompted the state to purchase the property in January 1977 for \$292,500. Shortly thereafter, the parcels were included in the state's agreement with the district for maintenance and operation.

#### Public Involvement

There has been no public involvement in maintenance of these parcels. As no development is planned beyond current levels, no future involvement is expected.

It should be noted that these parcels are centrally located to and connected with other high-use recreation facilities. As recreation use becomes greater at these adjacent areas, the public will become more actively involved at this location. If a prehistoric site is to be presented, action must be taken to do so. The district looks to the State Department of Parks and Recreation to provide leadership in this area.

## RESOURCE ELEMENT

### Cultural Resources

#### Archeological Data

The following is an excerpt from the Burton Creek Project - Inventory of Features relating to the adjoining parcels:

"One archeological site, temporarily designated BC77-3, was recorded on the 2.3 hectare parcel next to the lake. This parcel was determined to be culturally sensitive. The site is located about 30 meters north of the Lake Tahoe shore, between the outfalls of two intermittent streams just east of Burton Creek. Old pilings mark the location on the beach. The site measures 30 meters by 40 meters, and is covered by an artifact scatter in a brown volcanic ash soil. Artifacts include: crude, percussion-flaked basalt scrapers; waste flakes; cores; hammerstones; a shell button; and a finely-worked obsidian drill tip. A large number of fire-damaged nails also littered the eastern part of the site.

The scanty evidence present indicates that the site may be multicomponent. Basaltic tools and waste flakes are diagnostic of the Martis Complex; however, the obsidian drill and location of the site near the lakeshore indicate that there may be some component of Kings Beach also present. The site is significant, in that it may be representative of the transitional phase between the Martis and Kings Beach cultures. Alternately, it may reveal that the Martis and Kings Beach complexes are merely two technological/economic aspects of a single culture. Because of this site's unique qualities, it is significant for its contribution to unravelling Native American History. Additional subsurface testing would be necessary to evaluate the historical context of this site.

Due to the closeness of BC77-3 to the beach, increased public activity in the area due to camping or day use would result in increased damage to surface deposits. Adverse effects include disturbance of surface midden soils from foot traffic, destruction of artifact context, and collection of artifacts by camp visitors."

#### Aesthetics

The major appeal of the parcel is that it is a well-vegetated open space between residential parcels.

## Natural Resources

Geology and Soils  
Vegetation and Wildlife  
Climate Features

Data for these parcels is identical to that listed for the Skylandia Parcel, elsewhere in this document.

### Drainage and Hydrology

Drainage of the parcels is essentially by sheet flow from north to south into Lake Tahoe. There are no significant drainage or hydrological features.

## Recreation Resources

Resources of this type are limited to day use of the beach or use of the acreage for picnics or passive pursuits. No amenities exist on the site, but are found at nearby recreation sites.

## Management

### Declaration of Purpose

The primary objective in acquiring the parcels was to provide public ownership of, and access to, the Lake Tahoe shoreline. A side benefit of this acquisition would be preservation and protection of a known archeological site. Management of the area will be limited to maintenance procedures only.

### Declaration of Management Policy

The Tahoe City Public Utility District currently maintains and operates the adjacent parcels under a long-term management agreement with the State Department of Parks and Recreation.

Management of the site will be designed to provide statewide visitors with an area for passive recreation experiences in as natural a setting as possible. Areas which include natural features and vegetation types will be protected. The proposed plan preserves the existing character of the land, and provides for its sensible management.

## LAND USE ELEMENT

### Existing Land Use

The adjacent parcels receive extremely little use, probably because most individuals view the area as private property. Access is from the lakefront only. The site is not signed as to public ownership.

### Proposed Land Use

The proposed use is currently in effect. The parcels are for lakefront and passive recreation uses.

### Proposed Development

There is no proposed development for the parcels.

### OPERATIONS ELEMENT

The parcels will be operated by the Tahoe City Public Utility District in accordance with its long-term management agreement with the State Department of Parks and Recreation.

## ENVIRONMENTAL IMPACT ELEMENT

### Introductory Note

This general plan (including the Environmental Impact Element) is a report on the project for the purposes of the California Environmental Quality Act. The general plan lists the management policies and development plans proposed for the RES parcels No. 3081 and No. 3082 of Tahoe State Recreation Area. The Environmental Impact Element analyzes the potential environmental impact of these policies and plans. The purpose of this element is to assess and report the impacts of the proposed development and management plans on the environment. Because elements of this general plan are broad in nature, the Draft EIE is a broad, general assessment.

The Draft Environmental Impact Element was prepared according to the amended mandates of the California Environmental Quality Act, which call for an objective description of the proposed project and its environmental consequences. Pursuant to the Public Resources Code, Section 5002.2.a., and the California Administrative Code, Section 15147, and to avoid needless repetition, this Environmental Impact Element incorporates by reference all information contained in the preceding elements of this plan.

### Project Description

The project description and location are contained in the Introduction and in the Land Use Element of this document.

### Description of Environmental Setting

#### Geology/Soils

#### Climate

#### Drainage and Hydrology

#### Vegetation and Wildlife

Please refer to the Resource Element of this document for the text relating to these items.

#### Air/Noise Quality and Transportation

It is not expected that air and noise levels or transportation will be affected in any way by management of this site.

### Significant Environmental Effect of the Proposed Project

The only significant effect which might occur is disturbance of the archeological site. This district has had no communication from the state regarding this site, other than its mention in the Inventory of Features. If the state wishes to protect this archeological site, it must take action to do so.

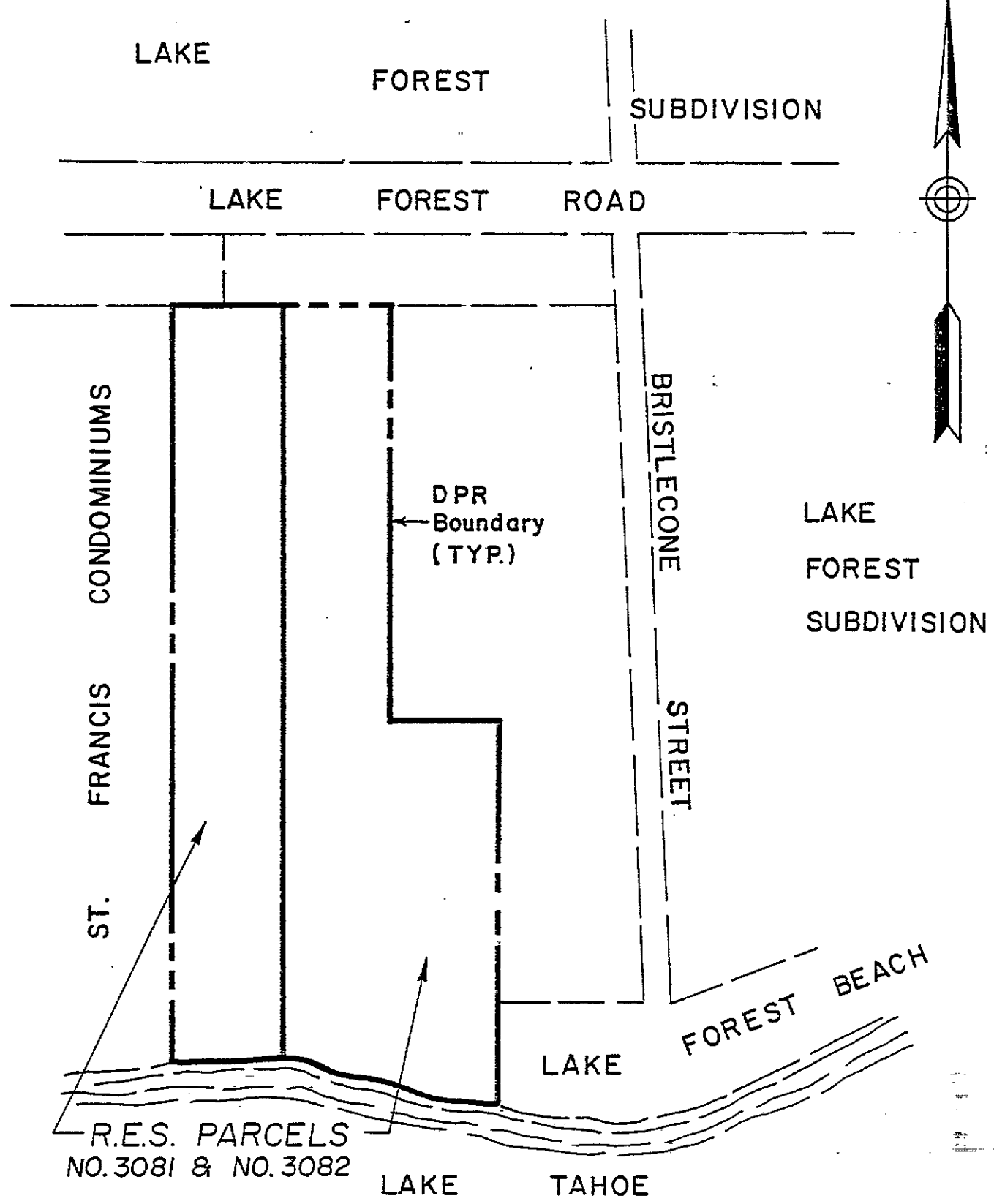
Significant Irreversible Environmental Changes Which  
Would Be Involved in the Proposed Action  
Should it Be Implemented

There are no significant irreversible environmental changes that would occur if the preferred plan or its alternatives are implemented. If future demands or environmental priorities change, and this site is deemed more suitable for some other use, the site and its resources will not have been significantly altered by implementing the general plan.

Growth-inducing Impacts of the Proposed Project

Implementation of the plan will not cause any growth-inducing impacts.

J-0105/0109I



<b>Tahoe City Public Utility District</b>	SCALE: 1" = 200'	DRAWN BY: J.B.	APPROVED
	DATE: MARCH '81	CHECKED BY:	CHIEF ENGINEER R.C.E. 25162 DRWG. NO.

### SELECTED REFERENCES

1. The Burton Creek Project - Inventory of Features, written by the Resource Preservation and Interpretation Division of the State Department of Parks and Recreation, 1978.
2. Saga of Lake Tahoe, Volumes I and II, Edward B. Scott, Sierra-Tahoe Publishing Company, 1957 and 1973.
3. Truckee River Outlet Resource Inventory, written by John Tramner, State Park Ranger I, February 1981.
4. Draft Environmental Impact Report - Truckee River Outlet Project Land Acquisition, compiled by the State Department of Parks and Recreation Environmental Review Section.

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This General Plan was Prepared By

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With Special Acknowledgements to:

- \* Tahoe City Public Utility District Staff
- \* State Department of Parks and Recreation Staff
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  - Al Kolster, Senior Landscape Architect
  - Henry Ortmann, Landscape Architect
- \* Dean Prigmore, Placer County
- \* Chester Hart, Wildlife Conservation Board
- \* United States Coast Guard
- \* Tahoe City Recreation Association
- \* Star Harbor Property Owners Association
- \* Tahoe Sierra State Parks Association
- \* North Tahoe Chamber of Commerce
- \* North Lake Tahoe Historical Society
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